Due to production changes, the photos in these Operating Instructions may differ from the actual production model.

SPECIFICATIONS

- Length ----------483mm
- Height ----------152mm
- Width ----------305mm
- Weight----------3.63kg
- Wheelbase --------324~330mm (Adjustable)

OPERATING INSTRUCTIONS

Includes Pistol Grip Radio and XTM Racing 24.7 Engine!

Before operating your new XTM Racing X-Terminator 2 RTR Nitro Buggy, please read and understand the warnings listed on the next page. Failure to do so could lead to bodily harm and/or injury.

The XTM Racing X-Terminator 2 Nitro Buggy is not intended for persons under 14 years of age, unless closely supervised by an adult.

DISTRIBUTED IN NORTH AMERICA BY:

Global Hobby Distributors
18480 Bandilier Circle
Fountain Valley, CA 92708

DISTRIBUTED IN EUROPE BY:

Ripmax Ltd.
241 Green Street
Enfield, U.K. EN3 7SJ

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X-TERMINATOR 2 RTR NITRO BUGGY FEATURES

- Factory-Built
- Powerful XTM Racing 24.7 Engine
- Full Set of Sealed Ball Bearings for Drive-Line
- Factory-Painted body
- Adjustable Front Bump Steer for Different Terrain
- High-Torque Metal Geared Steering Servo
- Lay-Down Steering Servo for Lower Centre of Gravity
- Aluminium Shocks w/3mm Shock Shafts
- Bevel Differentials - Front, Rear and Centre
- Aluminium Header and Tuned Pipe
- Heavy-Duty Aluminium Front and Rear Chassis Bracing
- Sealed Receiver and Battery Boxes
- Adjustable Toe-in Front and Rear
- Adjustable Camber and Droop
- 3mm Aluminium Chassis w/Kicked-Up Front End
- Front CVD Universals
- Chrome-Plated Drive Axles for Greater Strength
- Gear Boxes Allow Easy Differential Removal
- Dish-Style Racing Wheels
- Performance Tyres with Inserts
- Heavy-Duty Side Guards

Made in Taiwan

Kit Product # 145625 (US) / C-XTM-XT2 (Europe)

TABLE OF CONTENTS

FOR YOUR SAFETY - PLEASE READ THESE WARNINGS FIRST! 2
CUSTOMER SERVICE INFORMATION 3
INTRODUCTION 3
POPULAR OPTION PARTS 3
RECOMMENDED TOOLS AND SUPPLIES 4
BECOMING FAMILIAR WITH YOUR X-TERMINATOR 2 RTR NITRO BUGGY 5
TIPS FROM THE PROS 7
PREPARING TO RUN YOUR X-TERMINATOR 2 RTR NITRO BUGGY 7
BECOMING FAMILIAR WITH THE XTM RACING 24.7 NITRO ENGINE 11
FUELING AND STARTING THE XTM RACING 24.7 NITRO ENGINE 13
BREAKING IN THE XTM RACING 24.7 NITRO ENGINE 14
BASIC ENGINE MAINTENANCE 17
INSTALLING THE BODY 17
CHASSIS TUNING GUIDE 17
MAINTAINING YOUR X-TERMINATOR 2 RTR NITRO BUGGY 22
TROUBLESHOOTING GUIDE 23
ASSEMBLY MANUAL AND REPLACEMENT PARTS LIST 24
REPLACEMENT PARTS LIST 52
OPTION PARTS LIST 61
IMPORTANT WARRANTY SERVICE INFORMATION ..... BACK COVER
WARRANTY INFORMATION ..... BACK COVER

VISIT US ON THE WEB AT
WWW.TEAMXTM.COM

FOR YOUR SAFETY - PLEASE READ THESE WARNINGS FIRST!

ENGINE WARNINGS

- Never use any fuel in your engine other than glow fuels specifically designed for use in model car engines. Use of any other types of fuel can cause severe damage to your engine and/or personal injury. **NEVER USE GASOLINE/PETROL OR DIESEL FUEL!**
- Never operate your model on any public streets. This could cause traffic accidents, personal injury or property damage.
- Glow fuel engines emit exhaust vapors that are poisonous and can be dangerous to your health. It is important that you operate your engine in a very well-ventilated area, preferably outdoors.
- Before starting your engine, make sure that the throttle trim is set to the idle position. Starting your engine at any setting above idle can cause the model to lurch out of your hands.
- When your engine is running, there are certain parts that rotate at high speeds. Be careful not to touch the drive shafts, gears, clutch assembly or any other moving parts. Otherwise, serious injury could result.
- It is normal for your engine and tuned pipe to get very hot during operation. Never touch these parts while they are hot or you could be burned.
- Model engines produce vibration when they are running. It is important to periodically check the engine mounting screws and other assemblies to ensure they are tight. Running your engine with the engine mounting screws loose can lead to severe engine and/or chassis damage.

GLOW FUEL WARNINGS

- Glow fuels like those used in your model engine are poisonous. Follow all the precautions that are printed on the fuel manufacturer's container.
- Keep glow fuel out of the reach of children.
- Glow fuel is extremely flammable. Keep away from high heat, sparks and flame.

GENERAL WARNINGS

- Under no circumstances should you operate your model in crowds of people. Serious injury could result.
- Never operate your model on busy streets or if there are cars around.
- Do not use your model to chase pets or other animals.
- The receiver and battery boxes are not waterproof; therefore, do not drive through water, wet grass, mud or snow.
- Because your model is operated by radio control, it is important to make sure you always are using fresh and/or fully charged batteries (if using NiCDs or NiMHs). Never allow the batteries to run low or you could lose control of the model.
- If your model becomes stuck, allow the engine to idle, then retrieve your model by hand.
- To prevent excessive r.p.m. from damaging your engine and/or drivetrain components, we suggest reducing throttle while in the air during jumps.

CUSTOMER SERVICE INFORMATION

If you should have trouble with any of the steps listed in these Operating Instructions, or if you find a missing or damaged part in your kit or require additional information, please contact your local distributor at the address below:

In North America:

Global Services
18480 Bandilier Circle
Fountain Valley, CA 92708

Phone: (714) 963-0329
Fax: (714) 964-6236
Email: service@globalhobby.net

In Europe:

Ripmax Ltd.
241 Green Street
Enfield, U.K. EN3 7SJ

Phone: (0) 20 8282-7500
Fax: (0) 20 8282-7501
Email: xtm@ripmax.com

XTM Racing guarantees this kit to be free from defects in both material and workmanship, at the date of purchase. This does not cover any component parts damaged by use, misuse or modification. **In no case shall XTM Racing's liability exceed the original cost of the purchased kit.**

In that XTM Racing has no control over the final assembly or material used for final assembly, no liability shall be assumed for any damage resulting from the use by the user of the final user-assembled product. By the act of using the final user-assembled product, the user accepts all resulting liability.

INTRODUCTION

New suspension geometry! New radio system layout! New bracing systems! The X-Terminator 2 RTR Nitro Buggy has it all!

Whether it's racing on the track or just bashing in a field, the X-Terminator 2 RTR Nitro Buggy is ready to tear up the terrain and carve through the curves with ease. Designed with adjustable camber, adjustable toe-in, and adjustable bump steer, the X-Terminator 2 RTR Nitro Buggy is prepared to take on the different surfaces it encounters.

Included are factory-installed beefy 5mm braces to support the front and rear gear boxes, a mega high-torque metal-geared steering servo, and a steel drive-train to keep the enjoyment flowing from fuel tank to fuel tank. Add to that the reliability and power from the popular XTM Racing 24.7 engine and the X-Terminator 2 RTR Nitro Buggy is sure to create the 1/8 scale enjoyment that everyone can enjoy!

These Operating Instructions are designed to help you get your new X-Terminator 2 RTR Nitro Buggy running as quickly as possible. Included is information on taking your XT2 from the box through its first run. It also includes pro tips, a chassis tuning section and a complete parts list with detailed exploded view assembly drawings. You will find good tips and recommendations throughout this booklet, so keep it handy for future reference.

POPULAR OPTION PARTS

XTM Racing produces a number of popular option parts for your X-Terminator 2 RTR Nitro Buggy. Please see page 61 for a complete list of current option parts. New option parts are always in the works, so check our website often at www.teamxtm.com.

2-Speed Transmission

7075 Steering Hubs

7075 Hub Carriers

Titanium Turnbuckles and Tie-Rods

7075 Front and Rear Shock Towers

Carbon Fibre Radio Plate

RECOMMENDED TOOLS AND SUPPLIES

This section lists the recommended tools and supplies that you need to purchase and have onhand to finish assembling and to run and maintain your new X-Terminator 2 RTR Nitro Buggy.

WHAT FUEL DO I USE?

Fuel can make a big difference in the way your engine performs. For the break-in period you should use a fuel specifically designed for R/C car engines that contains no more than 20% nitromethane and 10%-14% oil content. Once the engine has been adequately broken in (about 45 minutes of run-time) you can switch to an R/C car fuel containing up to, but no more than, 30% nitromethane and 10%-14% oil content.

WARNING We do not recommend using fuels designed for R/C airplane engine use. These fuels do not contain the proper amount of lubricants; therefore, they will cause the engine to overheat and severe damage to the engine will result.

20% Nitro Car Fuel

Use For Break-In and For Normal Use

20% Nitro Car Fuel
(use this fuel for break-in and normal use)

30% Nitro Car Fuel
(use this fuel after break-in for more power)

DO I NEED TO USE A FUEL BOTTLE?

Fuel Bottle

Use This to Fill the Fuel Tank

Yes. Because fuel is packaged in quarts, gallons or litres, you will need to use a smaller bottle with an extension wand to fill the fuel tank. Fueling using this method is much easier, faster and a lot less messy.

HOW DO I REMOVE THE GLOW PLUG?

1/8th Scale 4-Way Wrench

Use This to Remove and Reinstall the Engine's Glow Plug

A long reach glow plug wrench is necessary to easily and quickly remove and replace glow plugs.

WHAT DO I USE TO IGNITE THE GLOW PLUG?

Glow Starter

Use This to Ignite the Engine's Glow Plug

A glow starter is a battery-operated device that, when attached to the glow plug, heats the glow plug so that the engine can start. The glow starter is then removed after the engine is running.

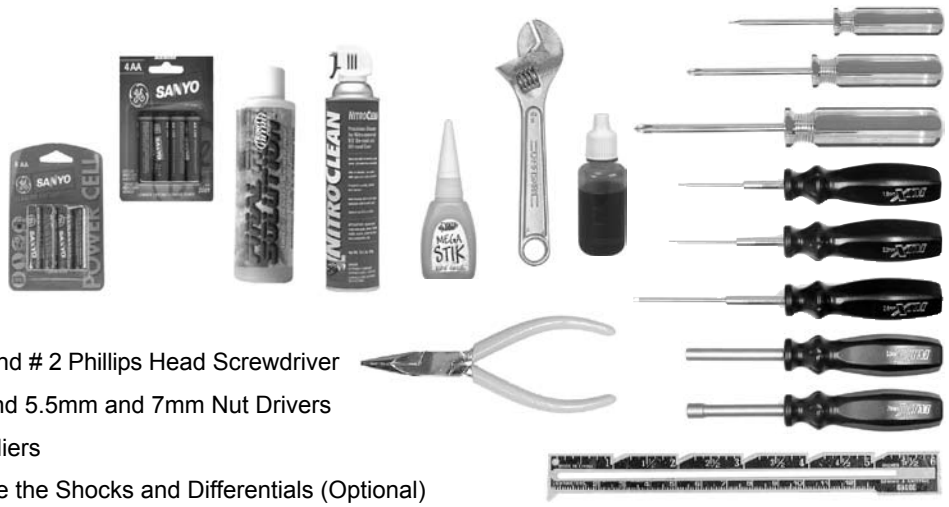
DO I NEED TO PURCHASE EXTRA GLOW PLUGS?

Yes. Even though your XTM Racing 24.7 engine comes with a glow plug already installed, glow plugs wear out, especially during the break-in period; therefore, it's a good idea to have a couple of spares handy. We recommend using a "hot" or "medium" heat-range glow plug intended specifically for performance engines like the XTM Racing # 3 or the XTM Racing # 4 during the break-in process. After the break-in period you may want to use a different heat-range glow plug. Do not use glow plugs intended for four stroke airplane engines or glow plugs with an "idle bar". Using the wrong type of glow plug will cause the engine to run erratically and make it difficult to tune properly. The wrong type of glow plug could also damage the engine. **AN XTM RACING # 3 GLOW PLUG IS INCLUDED IN THE ENGINE.**

RECOMMENDED TOOLS AND SUPPLIES, CONTINUED....

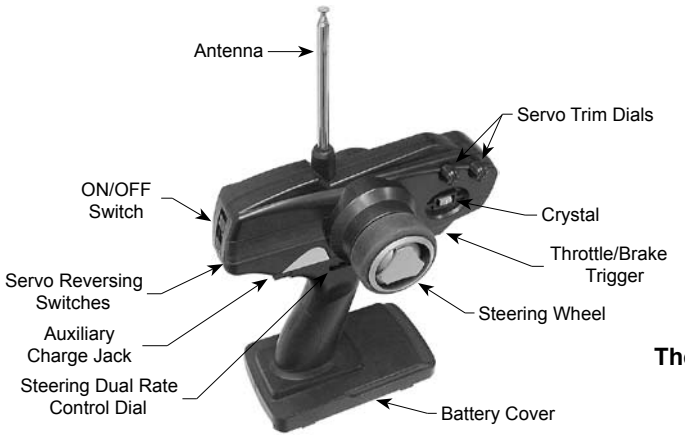
In addition to the items listed on the previous page, the following tools and supplies will also be required to run and maintain your X-Terminator 2 RTR Nitro Buggy:

- 8-Pack 'AA' Alkaline Batteries for Trans
- 4-Pack 'AA' Alkaline Batteries for Recei
- Tyre Glue
- High-quality After-Run Oil
- XTM Racing Air Filter Oil
- Nitro Car Cleaner
- Metric Ruler
- Small, Flat Blade Screwdriver and #1 and # 2 Phillips Head Screwdriver
- 1.5mm, 2mm, 2.5mm Hex Wrenches and 5.5mm and 7mm Nut Drivers
- Adjustable Wrench and Needle Nose Pliers
- Assorted Weights of Silicone Oil to Tune the Shocks and Differentials (Optional)



BECOMING FAMILIAR WITH YOUR X-TERMINATOR 2 RTR NITRO BUGGY

Each radio control system comes with a sticker on the transmitter and on the receiver showing which frequency the radio control system operates on (either in the 27MHz, 40MHz or 75MHz band). No two radio systems can operate nearby each other if they are on the same frequency. You can purchase transmitter and receiver crystals separately and change them if you plan on running your X-Terminator 2 RTR Nitro Buggy with other people.



27MHz and 75MHz

These frequencies are legal for use in North America

27MHz and 40MHz

These frequencies are legal for use in Europe, but can vary from country to country

The transmitter shown may be different than the one included, although the features described should be similar

Antenna: Transmits the signal from the transmitter to the receiver. The antenna should be completely extended during use.

Battery Cover: This cover houses the 8 'AA' Alkaline batteries that power the transmitter.

Crystal: This is the frequency crystal of the transmitter. You can change crystals in both the transmitter and the receiver so that you and your friends can drive at the same time. No two radio systems nearby can be operated on the same frequency.

ON/OFF Switch: Turns the transmitter on and off. L.E.D.s show the power status of the batteries.

Servo Reversing Switches: Allow you to quickly and easily change the direction the servos rotate by just flipping the switches. The switches are located under the removable plastic cover.

Servo Trim Dials: These dials, one for steering and one for throttle/brake control, allow you to fine tune the servo's centre by turning the dials on the transmitter back and forth.

Steering Dual Rate Control Dial: This dial adjusts the overall travel of the steering servo. Push the dial forward for maximum steering (~125%). Pull the dial back to reduce steering travel (minimum ~20%).

Steering Wheel: Controls your XT2's steering. Turn the wheel to the right and the XT2 turns right. Turn the wheel to the left and the XT2 turns left.

Throttle/Brake Trigger: Controls the speed and braking ability of your XT2. Pull the trigger to accelerate, release the trigger to decelerate, and push the trigger to brake.

BECOMING FAMILIAR WITH YOUR X-TERMINATOR 2 RTR NITRO BUGGY, CONTINUED....

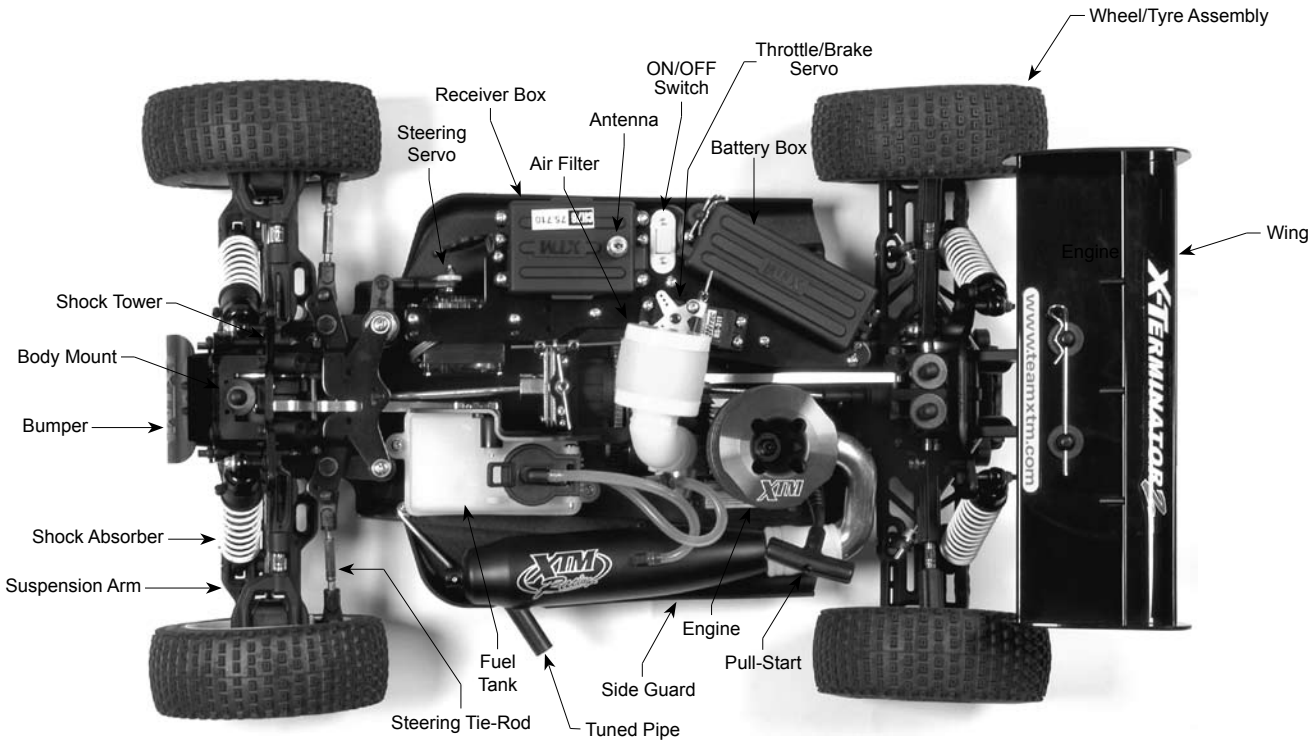


PHOTO SHOWN MAY DIFFER FROM THE ACTUAL PRODUCTION MODEL

Air Filter: The air filter is made of foam and prevents dirt and debris from entering the engine through the carburettor. The air filter should be "wet" with air filter oil for maximum efficiency.

Battery Box: This is where the receiver battery is mounted. The battery box protects the batteries from dust, dirt and oil. The battery box is not waterproof.

Body Mount: Made of high-impact nylon plastic for strength, the body mount supports the body. There is a dual-mount body mount at the rear of the chassis and a single-mount body mount at the front of the chassis.

Engine: The X-Terminator 2 RTR Nitro Buggy includes the powerful XTM Racing 24.7 engine with pull-starter for ease of use and great performance.

Bumper: Made out of high-impact nylon plastic, the bumper protects the chassis from most head-on impacts.

Fuel Tank: The fuel tank holds the fuel that your engine uses. The fuel tank includes a fuel pressure nipple that connects to the tuned pipe to pressurise the fuel system and also features a quick-flip type lid for fast refueling. A splash guard is also featured.

ON/OFF Switch: Turns the receiver on and off.

Pull-Start: Spring recoil system used to start the engine.

Receiver Box: This is where the receiver is mounted. The receiver box protects the receiver from dust, dirt and oil. The receiver box is not waterproof.

Shock Absorber: Each shock is oil-filled and uses a spring that is well suited for most off-road conditions. The shocks feature preload clips that allow the shocks to be easily tuned for different driving conditions. The shocks come standard with 30Wt oil and 1.5mm white springs.

Shock Tower: Secures the shock absorber while allowing many different geometry settings to suit different track conditions.

Side Guard: Helps prevent track debris from entering and damaging transmission components and protects the tuned pipe from impacts.

Steering Servo: This servo controls the XT2's steering. A "servo saver" is used to help prevent the servo gears from being stripped out.

Steering Tie-Rod: The tie-rod connects the steering linkage and the castor block. The tie-rods are adjustable so you can make toe-angle adjustments to the front wheels.

Suspension Arm: Helps improve the XT2's handling (when coupled to shock absorbers) and braking while ensuring maximum traction (keeps the wheels in contact with the ground) and protects the chassis components from undue stress and strain.

Throttle/Brake Servo: Controls both the XT2's acceleration and braking functions.

Tuned Pipe: The tuned pipe is an expansion muffler that greatly increases the power output of the engine.

Wheel/Tyre Assembly: The XT2 features moulded rubber tyres with a tread pattern that is good for most off-road applications. The wheels are moulded in one piece from lightweight, high-impact plastic for strength.

Wing: Provides downforce to ensure maximum traction when racing. Wing angle can be adjusted to different track conditions.

TIPS FROM THE PROS

- Make sure to read these Operating Instructions in their entirety before starting. This will allow you to become familiar with the X-Terminator 2 RTR Nitro Buggy, XTM Racing 24.7 Nitro Engine and pistol grip radio control system.
- Double-check all of the fasteners to ensure that they're tight.
- After installing the receiver batteries into the battery holder, fit a rubber band or cable tie around the battery holder. This will prevent the batteries from coming loose when doing jumps, etc.
- If you have difficulty sliding the receiver antenna wire through the antenna support tube, first pull the antenna wire through your fingers several times to straighten it, then lightly wet the antenna wire with glass cleaner. The glass cleaner will make the antenna wire slide through the support tube much easier.
- When testing the steering, lift the front of the XT2 off the ground. This will allow the steering system to operate smoothly, without any binding.
- If the carburettor barrel does not open completely when you pull the throttle trigger, turn the throttle trim dial on the transmitter until the carburettor barrel opens completely when you pull back fully on the throttle trigger.
- When oiling the air filter element, place the cleaned air filter element in a plastic bag and then apply the air filter oil on it. Close the bag and work the oil into the air filter element. This allows you to work the oil into the element without getting excess oil on your hands.
- When you pinch the fuel line to stop the engine, you must pinch it hard and hold it. The engine will rev up quickly, then stop. We suggest holding the XT2 while doing this, so that it doesn't lurch out of your hands.
- Other than during the break-in period, always make sure that you install the body when driving your XT2. When your XT2 flips over, the body will help protect the chassis and its components.
- Place the chassis on a dedicated car stand or similar so that all four wheels are suspended off the ground. This ensures that your XT2 does not accidentally drive away when starting the engine if the idle setting is too high.

PREPARING TO RUN YOUR X-TERMINATOR 2 RTR NITRO BUGGY

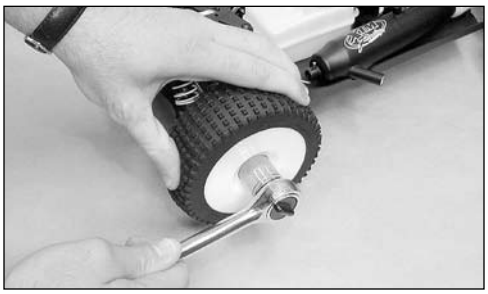
Now that you are familiar with the major component parts of your X-Terminator 2 RTR Nitro Buggy, and with the functions of the pistol-grip transmitter, it's time to prepare your X-Terminator 2 RTR Nitro Buggy for its first run.

IMPORTANT Before continuing, please double-check that you've read and understood the warnings on page 2. It's important that you understand this information before preparing to run your X-Terminator 2 RTR Nitro Buggy. Also, remember, if you have any questions or encounter any problems, you can contact your local distributor using the Customer Service Information on page 3.

YOUR X-TERMINATOR 2 RTR NITRO BUGGY SHOULD INCLUDE THE FOLLOWING ITEMS SEPARATELY IN THE BOX:

- X-Terminator 2 RTR Nitro Buggy Chassis
- Pistol Grip Transmitter
- Transmitter Antenna
- Lexan Body (Printed) and Nylon Wing
- Tyres and Wheels
- Body Clips
- Decal Set
- Plastic Parts Set
- Receiver Antenna Support Tube
- Suspension Plate Holders
- Air filter Assembly
- Allen Keys and Wrenches

STEP 1: FINAL ASSEMBLY



❑ Install the wheels onto the chassis, making sure to tighten the wheel retaining nuts firmly, using a 17mm wrench.

☞ Notice that the back of the wheels are moulded to key over the hex-shaped wheel hubs. All four wheels and tyres are the same size.

IMPORTANT Double-check that the tyres are glued onto the wheels. If they're not, glue the tyres onto the wheels, using C/A tyre glue. See page 50 for information on how to glue the tyres onto the wheels.

❑ Push the transmitter antenna down into the moulded hole in the top of the transmitter.

❑ Thread the antenna (clockwise) into place and tighten it **gently** until it stops.

IMPORTANT Do not force the antenna into place or tighten it too strongly. Doing so could cause damage to the antenna and/or transmitter.

❑ Check to make sure that the transmitter ON/OFF switch is in the 'OFF' position.

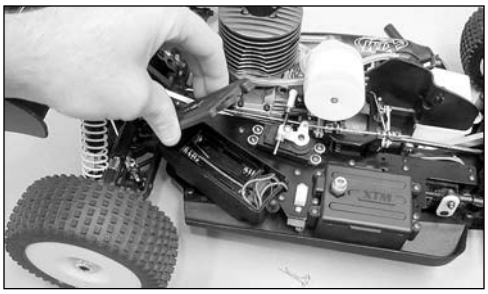
❑ Remove the plastic battery cover from the bottom of the transmitter.

❑ Install 8 'AA' Alkaline batteries into the battery tray, double-checking to make sure that the polarity (+/-) is correct.

❑ Reinstall the battery cover and set the transmitter aside for now.

UPGRADE TIP

Upgrading your transmitter to use rechargeable NiCD or NiMH batteries is easy. All you need to do is purchase 8 'AA' rechargeable NiCD or NiMH batteries and a compatible charger. This will allow you to recharge the batteries without removing the batteries from the transmitter and it will save you money in the long run, since you won't need to purchase Alkaline batteries when they run low.

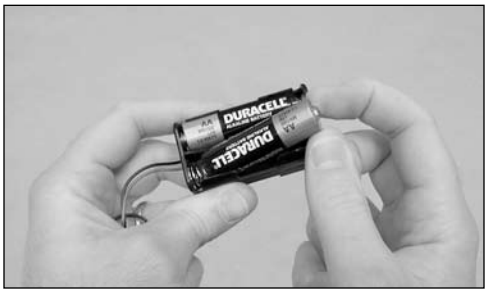


❑ Check to make sure that the receiver ON/OFF switch is in the 'OFF' position. 'ON' and 'OFF' are moulded into the switch cover plate.

❑ Open the battery box cover by removing the retaining clip and pulling up on the front of the battery box cover. The battery box cover is hinged at the back.

❑ Remove the battery holder from the battery box.

PRO TIP After installing the batteries into the battery holder in the next procedure, we recommend fitting a rubber band or cable tie around the battery holder. This will prevent the batteries from coming loose when doing jumps, etc.



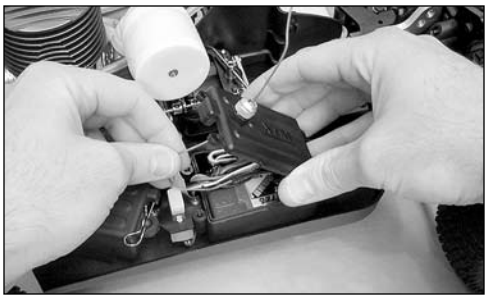
❑ Install 4 'AA' Alkaline batteries into the battery holder, double-checking to make sure that the polarity (+/-) is correct.

IMPORTANT Make sure that the batteries are pushed firmly into place. They should not be loose. If for any reason the plug from the battery holder (male red plug) is not plugged into the switch (female red plug), plug them together now. The plugs can fit together only one way.

❑ Reinstall the battery holder into the battery box and secure the battery box cover back into place, using the retaining clip.

UPGRADE TIP

If you would like to upgrade to a rechargeable NiMH battery pack, instead of using Alkaline batteries, we suggest using a high-quality 5 cell 1200mAH NiMH RX Battery Pack. Not only will this battery pack be rechargeable, but because it's a 5-cell battery, it will operate the servos at a higher power rating and faster speed. We also suggest upgrading the ON/OFF switch to one that includes a separate charge cord. This will allow you to charge the receiver battery without removing the battery box cover. When installing the switch, make sure that you leave the charge cord outside of the receiver box, but secured to the chassis, so it doesn't get damaged.

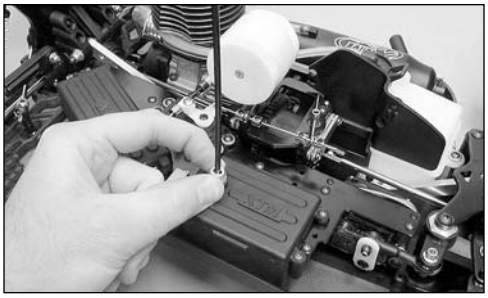


❑ Remove the four screws from the receiver mounting box cover, then remove the receiver mounting box cover.

❑ Uncoil the receiver antenna and feed it out through the hole in the antenna mount, then reinstall the receiver mounting box cover, making sure not to pinch any of the servo wires.

IMPORTANT Verify that the steering and throttle servo leads are plugged into channel 1 and channel 2, respectively.

PRO TIP If you have difficulty sliding the antenna wire through the antenna support tube in the next procedure, first pull the antenna wire through your fingers several times to straighten it, then lightly wet the antenna wire with glass cleaner. The glass cleaner will make the antenna wire slide through the support tube much easier.



❑ Slide the receiver antenna wire into one end of the antenna support tube and out the other end.

❑ Push the end of the antenna support tube firmly into the antenna mount (you may have to loosen the nut), then **gently** tighten the nut to lock the antenna support tube into place.

IMPORTANT Leave the excess antenna wire hanging from the top of the antenna support tube. Under no circumstances should you cut the antenna wire shorter.

❑ Slide the transmitter's ON/OFF switch up to turn the transmitter on. The green LED should glow brightly. On some transmitters both the green and the red LEDs will glow brightly.

IMPORTANT If the green LED does not glow or if only the red LED is glowing, check the batteries in the transmitter and replace them or recharge them (if using rechargeable NiCD or NiMH batteries). It's important that the batteries you are using (Alkaline or rechargeable) have sufficient power to operate the transmitter.

WARNING Never attempt to recharge Alkaline batteries. Doing so could cause them to explode.

❑ Slide the receiver's ON/OFF switch to turn the receiver on. You should hear the servos move to their proper positions.

SAFETY TIP

Before driving your XT2, always turn on the transmitter first, followed by the receiver. After you're done driving your XT2, turn off the receiver first, then turn off the transmitter. This will prevent the possibility of a runaway model or damage to the servos.

STEP 2: RANGE CHECKING THE RADIO CONTROL SYSTEM

To ensure that the radio control system is operating properly and to prevent any chance of a runaway model, the radio control system should be range checked before the first run of the day and/or after a crash. To range check the radio control system, do the following:

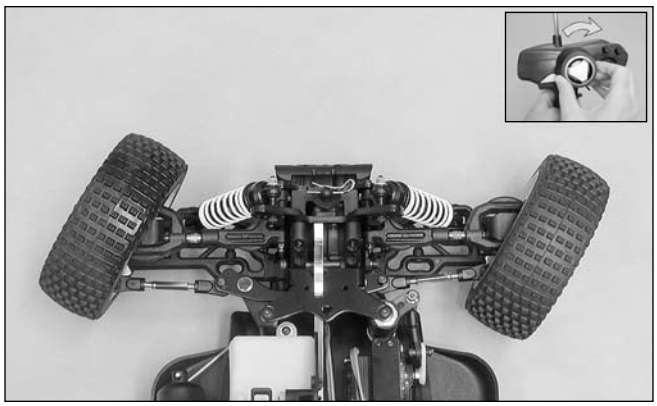
❑ With the transmitter and receiver turned on, extend the transmitter antenna completely.

❑ With the XT2 on the ground (without the engine running) walk away from it about 75 feet (25 meters). Move the steering wheel while looking at the XT2's wheels. The wheels should pivot back and forth as you rotate the steering wheel back and forth.

IMPORTANT If the radio system does not operate properly, please refer to the troubleshooting guide on page 23 before continuing further. Never attempt to operate your X-Terminator 2 RTR Nitro Buggy if the radio control system is not functioning properly.

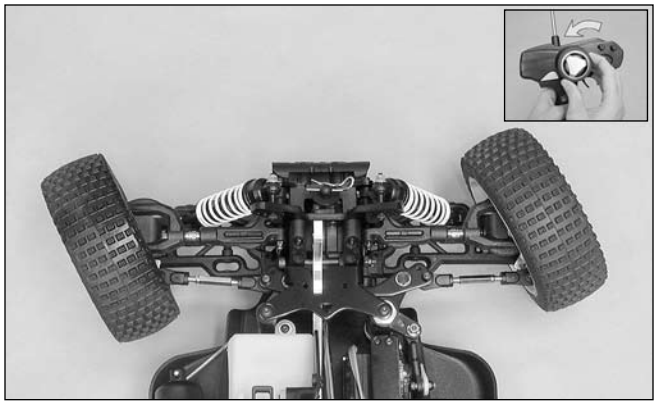
STEP 3: CHECKING THE STEERING AND THROTTLE/BRAKE CONTROLS

PRO TIP We suggest doing the steering tests while lifting the front of the X-Terminator 2 RTR Nitro Buggy off the ground. This will allow the steering system to operate smoothly, without any binding.



❑ With the transmitter and receiver turned on, rotate the transmitter's wheel forward (to the right). The XT2's front wheels should turn right.

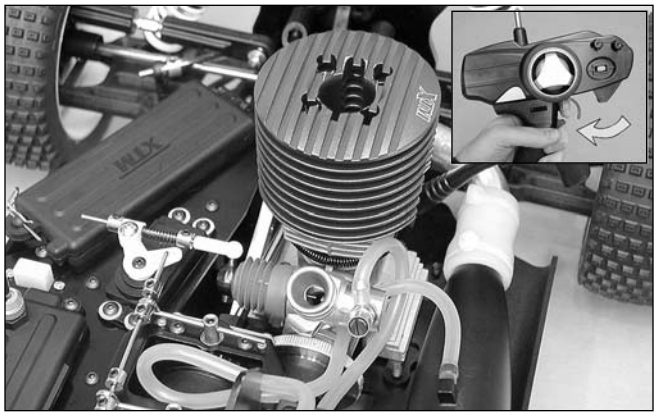
IMPORTANT If the wheels don't turn right, flip the steering servo reversing switch on the transmitter to change the direction that the front wheels turn. Refer to the transmitter information on page 5 if you're not familiar with the servo reversing switches.



❑ Rotate the transmitter's wheel backward (to the left). The XT2's front wheels should turn left.

❑ Now, let go of the transmitter wheel. The XT2's wheels should return to centre.

IMPORTANT If the wheels do not point straight ahead (centre) after you return the transmitter wheel to centre, turn the steering trim dial on the transmitter to adjust the wheels so that they point straight ahead. Refer to the transmitter information on page 5 if you're not familiar with the steering trim dial.

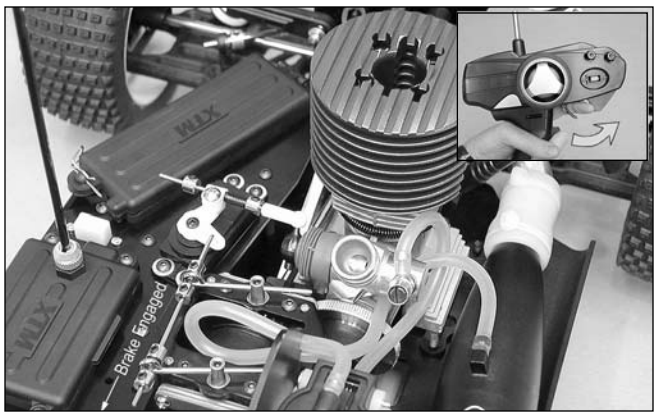


❑ Pull back on the throttle trigger. The carburettor barrel should open completely and the brakes should be disengaged (i.e., the XT2 should roll forward smoothly when pushed).

❑ Let go of the throttle trigger and the carburettor barrel should return to its idle position - open about 1/16" (1mm). The brakes should still be disengaged, too. If the brakes are not disengaged when the throttle is at the idle position, see page 19 "Adjusting the Brake Linkage".

IMPORTANT If the carburettor barrel does not open when you pull back on the throttle trigger, flip the throttle servo reversing switch on the transmitter to change the direction.

PRO TIP If the carburettor barrel does not open completely, turn the throttle trim dial on the transmitter until the carburettor barrel opens completely when you pull back fully on the throttle trigger.



❑ Push the throttle trigger forward. The carburettor barrel should stay in the idle position (open about 1/16" (1mm)) and the brake linkage should move forward and engage the brakes (i.e., the XT2 will not be able to roll at all when pushed).

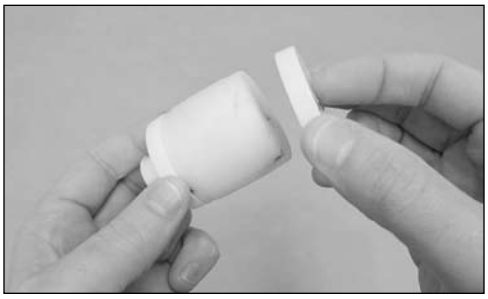
❑ Let go of the throttle trigger and the brakes should disengage.

IMPORTANT If you need to adjust the brake linkage, see page 19 "Adjusting the Brake Linkage".

UPGRADE TIP

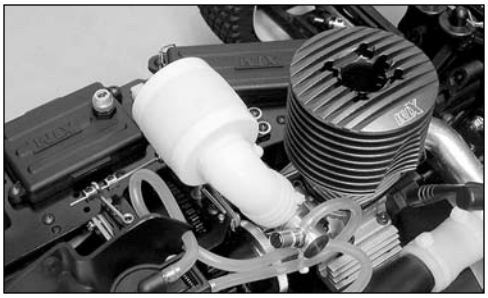
To prevent your XT2 from going out of control should the radio control system encounter signal loss, we suggest using an electronic failsafe. The electronic failsafe is connected between the throttle/brake servo and the receiver. The failsafe is designed to electronically bring the throttle to idle and apply a preset amount of braking force should the radio control system lose its signal. This will prevent the XT2 from driving out of control and causing damage.

STEP 4: INSTALLING THE AIR FILTER



❑ Remove the foam air filter element from the plastic bag and push it onto the air filter base. Secure the top of the air filter into place, using the screw provided.

IMPORTANT The foam air filter element comes oiled with air cleaner oil from the factory. See the information below on how to clean and reoil the foam air filter element when it gets dirty.



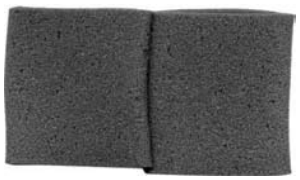
❑ Slip the **short end** of the silicone elbow onto the base of the air filter and secure it into place, using one nylon cable tie; then slip the **long end** of the air filter assembly over the base of the carburettor and secure it into place, using a second nylon cable tie.

IMPORTANT The short end of the silicone elbow is attached to the air filter and the long end is attached to the carburettor.

• To clean the air filter, remove the air filter element and wash it thoroughly in warm water and a small amount of liquid detergent. After it's clean, allow it to dry, then reoil it and install it back onto the air filter housing. To wet the air filter element, simply squeeze an ample amount of air filter oil or after-run oil onto the filter element and work it through the filter element, using your fingers. Use enough oil to completely saturate the filter element. The entire filter element should be oiled, but not so much that excess oil is dripping from it.

UPGRADE TIP

If you will be running your X-Terminator 2 RTR Nitro Buggy in dusty or wet conditions, we suggest using a prefilter sleeve over the air filter. Wet the main filter element, then simply slide the prefilter sleeve over the main filter. It's not necessary, nor desirable, to wet the prefilter sleeve. We suggest using XTM Racing 1/8th Scale Prefilter Sleeves.



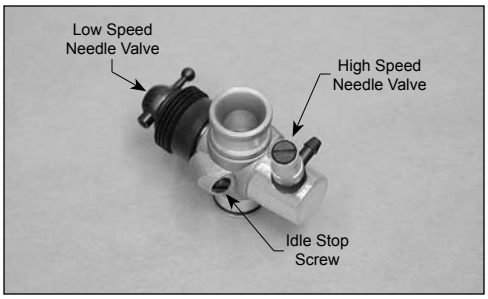
PRO TIP Place the cleaned air filter element in a plastic bag and then apply the air filter oil on it. Close the bag and work the oil into the air filter element. This allows you to work the oil into the element without getting excess oil on your hands.

Under no circumstances should you operate the engine without the air filter installed on the carburettor. The air filter prevents dust and debris from entering the engine and damaging it. If you operate your engine at any time without the air filter installed, the engine will be quickly damaged and require replacement of the piston and sleeve (liner).

BECOMING FAMILIAR WITH THE XTM RACING 24.7 NITRO ENGINE

WARNING!! PLEASE READ THIS INFORMATION BEFORE PROCEEDING!!

Your X-Terminator 2 RTR Nitro Buggy comes equipped with the user-friendly and powerful XTM Racing 24.7 nitro engine. Before starting the engine for the first time, you **MUST** read this section and the next two sections very carefully. This section details the different parts of the engine's carburettor and how to adjust the carburettor's needle valves to tune the engine. The remaining two sections detail fueling and starting the engine, then breaking in the engine. **Failure to read this information may result in your not knowing how to properly operate your new engine. Not knowing how to operate your new engine can result in poor engine performance and even damage to the engine.**

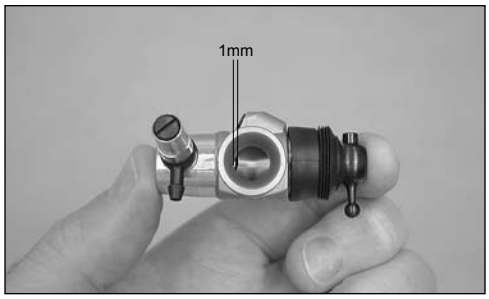


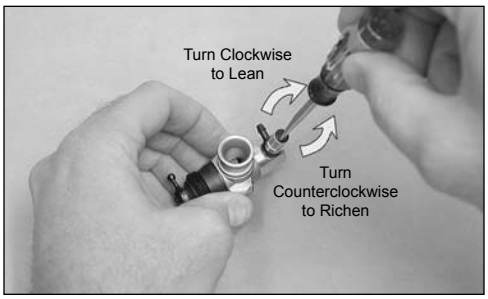
CARBURETTOR FAMILIARISATION

Refer to the photo at left to familiarise yourself with your engine's carburettor. All of the carburettor settings come preset from the factory for initial starting and break-in, but you should have a small flat blade screwdriver handy to make adjustments to the carburettor during the break-in process, which will be detailed later.

IDLE STOP SCREW

The idle stop screw adjusts the closure of the carburettor barrel. The idle stop screw should be adjusted so that the carburettor barrel stays open about 1/16" (1mm). Turning the idle stop screw clockwise will cause the carburettor barrel to stay open more. Turning the idle stop screw counterclockwise will allow the carburettor barrel to close more. If the carburettor barrel stays open too far, the engine will idle very high and the clutch will never disengage. This will damage the clutch very quickly. If the idle stop screw is closed too far, the engine may die during idle or when you engage the brakes. Ideally, the engine should idle smoothly, yet slow enough so that the clutch stays disengaged.





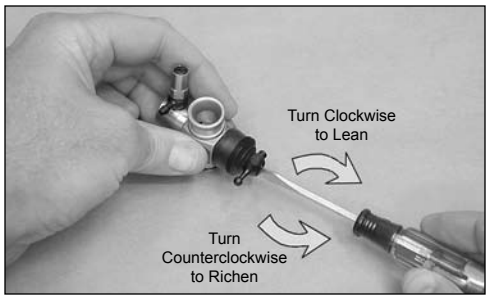
HIGH SPEED NEEDLE VALVE

The high speed needle valve is preset from the factory for the initial starting procedure. **Do not make adjustments to it at this time.** The high speed needle valve is used to meter the air/fuel mixture at full throttle. Turn the needle valve clockwise to lean the mixture or turn the needle valve counterclockwise to richen the mixture.

Check to ensure that the high speed needle valve is set at 3.5 full turns out from the closed position for the break-in process.

LOW SPEED NEEDLE VALVE

The low speed needle valve is preset from the factory for the initial starting procedure. **Do not make adjustments to it at this time.** The low speed needle valve meters the air/fuel mixture at idle and during transition from idle to full throttle. Turn the needle valve clockwise to lean the mixture. Turn the needle valve counterclockwise to richen the mixture. The low speed needle valve is preset from the factory, but minor adjustments may need to be made to suit your application: fuel used, glow plug and environment all contribute to the setting. **DO NOT ADJUST THE LOW SPEED NEEDLE VALVE UNTIL AFTER THE ENGINE HAS BEEN BROKEN IN.**



RESETTING THE HIGH AND LOW SPEED NEEDLE VALVES TO THE FACTORY SETTINGS

There may come a time when you get the needle valve settings out of spec, resulting in poor engine performance or not even being able to start the engine at all. If this occurs, reset both the high and low speed needle valves to their factory settings as described below:

RESETTING THE HIGH SPEED NEEDLE VALVE

- Gently turn the high speed needle valve clockwise until it bottoms out (fully closed). **Do not force it or you may damage the carburettor**.
- Turn the high speed needle valve counterclockwise (open) **3.5 full turns**.

RESETTING THE LOW SPEED NEEDLE VALVE

- Open the carburettor barrel completely.
- While holding the carburettor barrel open with your fingers, use a flat blade screwdriver to gently turn the low speed needle valve clockwise until it bottoms out (fully closed). **Do not force it or you may damage the carburettor**. From this point, turn the low speed needle valve counterclockwise **3 full turns**.

IMPORTANT The factory settings listed above are for break-in. Once the engine is broken in, the needle valve settings will be different, although these settings are good for getting your engine running again. Please be aware that you will need to retune your engine for proper performance.

FUELING AND STARTING THE XTM RACING 24.7 NITRO ENGINE

WARNING!! PLEASE READ THIS INFORMATION BEFORE STARTING YOUR ENGINE FOR THE FIRST TIME!!

If at any time the pull-starter becomes very tight or difficult to pull - **STOP!** The engine has become flooded and the excess fuel **must be removed from the engine** or damage to the pull-starter and/or engine could occur. To remove the excess fuel from the engine follow the procedures listed below:

- Completely close the high speed needle valve (turn clockwise) until it bottoms out. Do this gently. Don't force it!
- Remove the glow plug from the cylinder head.
- With a rag over the top of the engine, pull the pull-starter cord several times to expel the excess fuel from the engine.
- Check to make sure that the glow plug has not been fouled, then reinstall it.
- Reset the high speed needle valve 3.5 full turns out from bottom (fully closed).

WARNING Under no circumstances should you operate the engine without the air filter installed on the carburettor. The air filter prevents dust and debris from entering the engine and damaging it. **If you operate your engine at any time without the air filter installed, the engine will be quickly damaged and require replacement of the piston and sleeve (liner).**

❑ Lift the fuel tank lid and carefully fill the fuel tank until the fuel level is just below the top of the fuel tank.

WARNING Use fuel that is appropriate for nitro car engines. **Do not use gasoline/petrol or diesel fuel! For the break-in period you should use fuel specifically designed for R/C nitro car engines that contains no more than 20% nitromethane.**

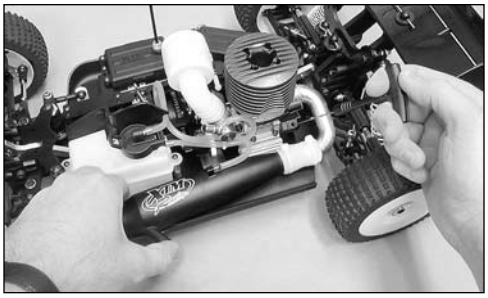
❑ Using your glow plug wrench, verify that the glow plug is installed in the cylinder head and tight. If it's not already preinstalled, install it, using one copper gasket.

IMPORTANT TIPS ABOUT GLOW PLUGS

An XTM Racing # 3 Hot Heat-Range glow plug is included with your engine. We suggest having a couple of extra glow plugs handy, because it can be expected that glow plugs will wear out quickly during the engine's break-in process. This glow plug will suit most users during the break-in process. You may or may not need to change to a different type of glow plug after the break-in process is complete.

XTM Racing # 4 Glow Plug - Med.
SH Engines # 5 Glow Plug - Cold

There are a variety of different heat range glow plugs to suit your engine. Typically, use a hotter glow plug if you're using 15% - 20% nitro fuel or are running in cooler ambient temperatures. Hotter glow plugs typically improve idle and transition, too. Use a cooler glow plug if you're running 25% - 30% nitro fuel or are running in higher ambient temperatures. **SEE TIP ON PAGE 16 ABOUT RUNNING 30% NITRO FUEL.**

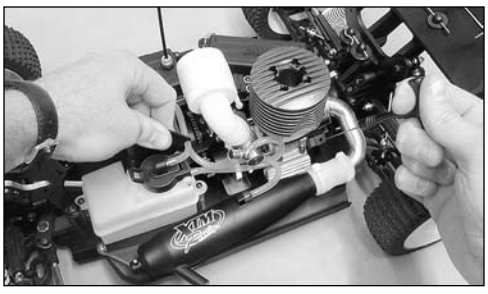


❑ Prime the engine by first opening the throttle completely and covering the exhaust opening with your finger, then pull the pull-starter cord several times until you see fuel just start to enter the carburettor through the fuel line.

IMPORTANT Do not pull the pull-starter cord all the way out or damage to the pull-starter will occur. Use a couple of short pulls - about 7 or 8 inches (18-20cm) long.

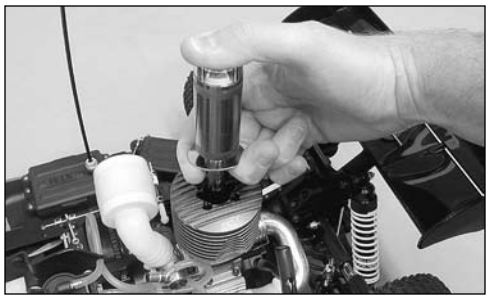
❑ Remove your finger from the exhaust opening and close the throttle down to the idle position.

IMPORTANT We recommend that you place the chassis on a dedicated car stand or similar so that all four wheels are suspended off the ground. This ensures that your XT2 does not accidentally drive away when starting the engine if the idle setting is too high.



❑ While holding the XT2 firmly with one hand (keep your hand clear of any moving parts), carefully pull on the pull-starter cord 3 times, using short, quick pulls.

IMPORTANT If you can't turn the engine over using the pull-starter, don't force it. The engine is probably flooded. **See the warning and resolution at the top of the page.**



❑ Connect a fully charged glow starter to the top of the glow plug, making sure that the glow starter is locked firmly onto the top of the glow plug. You don't want it to fall off while you're trying to start the engine.

NEW ENGINE STARTING TIP

When the engine is new, it can sometimes be difficult to turn over using the pull-starter. You may find you need to pull the pull-starter harder than you expect. A trick to help this is to loosen the glow plug slightly, start the engine, then remove the glow starter and retighten the glow plug. This effectively lessens the engine's compression, making it easier to turn over with the pull-starter.

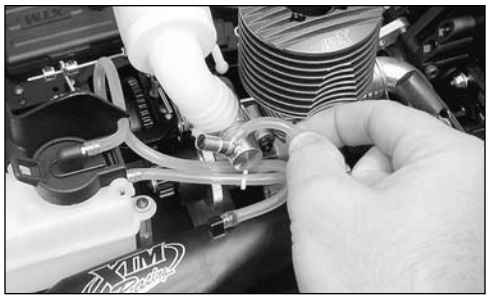
❑ With the throttle still in the idle position, hold the XT2 firmly with one hand and carefully pull on the pull-starter cord, using short, quick pulls, until the engine starts.

❑ After the engine starts, release the pull-starter cord, allow the engine to run for about 10 seconds, then remove the glow starter from the glow plug.

IMPORTANT If the engine does not start after a dozen pulls, refer to the troubleshooting guide on page 23.

WARNING ABOUT RUNNING YOUR ENGINE FOR THE FIRST TIME

Until you're actually ready to break in the engine, do not run the engine for more than a few minutes. If you run the engine longer without breaking in the engine properly, damage to the engine can occur. Break-in will be done in the next section.



❑ Once the engine is running, to stop the engine, carefully pinch the fuel line with your fingers until the engine stops. Make sure to pinch the fuel pick-up line and not the fuel pressure line. The fuel pick-up line is the one connected to the carburettor.

WARNING Be careful not to touch any parts of the engine or the tuned pipe because they will be hot. Also be careful to avoid any moving parts.

PRO TIP When you pinch the fuel line to stop the engine, you must pinch it hard and hold it. The engine will rev up quickly, then stop. We suggest holding the XT2 while doing this, so that it doesn't lurch out of your hands.

BREAKING IN THE XTM RACING 24.7 NITRO ENGINE

The XTM Racing 24.7 engine is an ABN engine. The cylinder sleeve (liner) is tapered at the top, causing severe resistance when the piston moves through the top of the stroke. This is normal. When the engine heats up to operating temperature, this resistance will decrease and the proper clearance will be achieved. The break-in procedure will guide you through the steps necessary to properly break in your new engine. Please follow the steps closely.

FUEL RECOMMENDATION

For the break-in period you should use a fuel specifically designed for R/C car engines that contains no more than 20% nitromethane and 10%-14% oil content. Once the engine has been adequately broken in (about 45 minutes of run-time) you can switch to an R/C car fuel containing up to, but no more than, 30% nitromethane and 10%-14% oil content.

WARNING We do not recommend using fuels designed for R/C airplane engine use. These fuels do not contain the proper amount of lubricants; therefore, they will cause the engine to overheat or run erratically and severe damage to the engine can result.

GLOW PLUG RECOMMENDATION

The glow plug can make a big difference in how your engine performs. We recommend using a "hot" or "medium" heat-range glow plug intended specifically for performance engines like the XTM Racing # 3 or the XTM Racing # 4 during the break-in process. After the break-in period you may want to use a different heat-range glow plug. Do not use glow plugs intended for four stroke airplane engines or glow plugs with an "idle bar". Using the wrong type of glow plug will cause the engine to run erratically and make it difficult to tune properly. The wrong type of glow plug could also damage the engine.

ENGINE BREAK-IN TIP

To make sure that you're not leaning out the engine too much and overheating it during the break-in process, we suggest using a temp gun to monitor the engine's temperature.

During break-in, engine temperature should not exceed 270ºF (132ºC). The optimum engine operating temperature is 210º-230ºF (99º-110ºC). The minimum engine operating temperature is 180ºF (82ºC).

AIR FILTER

The air filter is a very important part of your engine. Failure to use the air filter will damage the engine in a very short period of time. Make sure that you wet the air filter element and use a prefilter sleeve if you are driving in dusty or wet conditions. See page 11 for more information.

Under no circumstances should you operate the engine without the air filter installed on the carburettor. The air filter prevents dust and debris from entering the engine and damaging it. If you operate your engine at any time without the air filter installed, the engine will be quickly damaged and require replacement of the piston and sleeve (liner).

STEP 1: BREAKING IN THE ENGINE

WARNING Do not adjust the low speed needle valve until after the engine has been broken in. You can begin to adjust the low speed needle valve after you have broken in the engine and after you have read and understood **Step 2: Fine Tuning the Engine** on the next page. The high speed needle valve is preset from the factory for easy starting in most conditions for the break-in period.

BREAK-IN TIP

Break in the engine by running the XT2 on a flat surface (car park/parking lot, etc.) without the body installed. It's important that the engine receive adequate airflow during the break-in process.

❑ Follow the previous procedures to fill the fuel tank and start the engine.

❑ Once the engine starts, keep the glow starter attached to the glow plug and let the engine run for about 10 seconds without giving it throttle. This will allow the engine to warm up. At this point the engine should be running very "rich" and the engine will also sound like it's running rough.

❑ After the engine has been running for about 10 seconds, remove the glow starter from the glow plug. Advance the throttle in short, quick bursts and drive the XT2 for about 2-3 minutes. If the engine is running rich enough, you should notice smoke coming from the tuned pipe and the engine should sound like it's running very rough. Also, the XT2 will barely be moving because the engine is running so rich that it won't produce much power. This is what you want for now. If there is not smoke coming from the tuned pipe, richen the high speed needle valve 1/4 turn (turn counterclockwise). After 2-3 minutes stop the engine by pinching the fuel line to the carburettor.

TUNING TIP

No two engines will have the exact same needle valve settings once broken in. Different fuels used, different types and heat-ranges of glow plugs, the outside air temperature and air pressure all affect the engine. The factory needle valve settings on page 12 are break-in settings. If you reset the needle valves to the factory settings, the engine will run very rich and you will need to retune the engine.

❑ Let the engine cool for approximately 10 minutes, then restart it. Set the high speed needle valve mixture to a slightly leaner setting, about 1/8 turn more in (turn clockwise). Repeat the procedure above, advancing the throttle in short, quick bursts and driving the XT2 for about 2-3 minutes, then stop the engine again and let it cool for approximately 10 minutes.

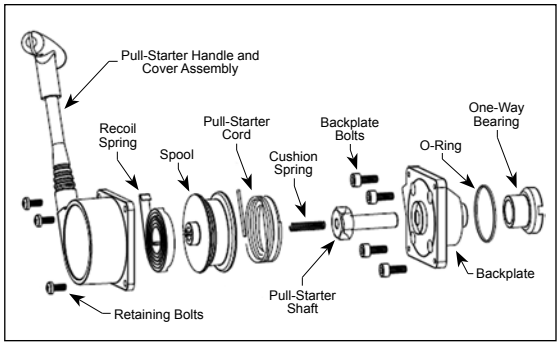
BREAK-IN TIP

During break-in, it's normal for excessive fuel oil and exhaust residue to drip from the tuned pipe.

❑ Repeat the procedure above, leaning the high speed needle valve about 1/8 turn more each time. In all, you should run the engine a total of about 45 minutes. After 45 minutes of run-time the engine will be broken in. Run the engine with the high speed needle valve set slightly rich, but lean enough to power the XT2 adequately. At this point the engine should hold a good setting on the high speed needle valve and you can begin to fine tune the needle valve settings to increase performance.

IMPORTANT It is of the utmost importance that the engine never be leaned out too much. When running the engine, you should always be able to see a slight trail of smoke coming from the tuned pipe. If you can't, stop the engine immediately and richen the high speed needle valve (turn counterclockwise). You should also make sure there is plenty of air flowing over the cylinder head to keep the engine from overheating.

BREAK-IN TIP - WHY IS MY PULL-STARTER SLIPPING?



If, during the break-in process, the pull-starter slips when you try to start the engine, the one-way bearing and pull-starter shaft may be coated with excess fuel oil. This can occur because the excess oil in the engine during the break-in process gets into the one-way bearing. To fix this, carefully remove the one-way bearing and the pull-starter shaft, clean them with rubbing alcohol and reassemble the parts. Use the exploded parts view to see how the parts are assembled. Also, be careful when removing the pull-starter assembly to ensure that the recoil spring does not uncoil and fly out. After removing the screws securing the pull-starter, carefully insert a flat blade screwdriver between the engine backplate and the pull-starter. Apply slight pressure against the pull-starter to help prevent the recoil spring from uncoiling. Temporarily secure the pull-starter with a rubber band or tape while cleaning the one-way parts and be very careful when reassembling the unit.

STEP 2: FINE TUNING THE ENGINE

After your engine has been broken in, you can set the high and low speed needle valves for optimum engine performance.

WARNING ABOUT TUNING YOUR ENGINE

Be careful to never lean out the engine too much. Remember that the lubricants for your engine are suspended in the fuel. If you lean out the fuel mixture too much you will also be lowering the amount of lubricant entering your engine. Less lubricant means more chance of your engine overheating and possible engine failure.

SETTING THE HIGH SPEED NEEDLE VALVE

❑ Start the engine and remove the glow starter from the glow plug, then allow the engine to warm up for about 10 seconds.

❑ After the engine has warmed up, drive the XT2 as you normally would. If the engine seems to be running rich (i.e., not reaching maximum power), lean the high speed needle valve about 1/16 of a turn (turn clockwise) at a time until the desired setting is achieved. Always make sure that you run the engine slightly rich - you want to be able to see a faint exhaust trail at all times.

SETTING THE LOW SPEED NEEDLE VALVE

❑ Start the engine and lean out the high speed needle valve as per the procedures above. Close the throttle until the engine slows down enough so that the clutch is disengaged and the wheels don't turn when the XT2 is lifted from the ground. Allow the engine to idle for about 10-15 seconds.

❑ While holding the XT2 off the ground (making sure to keep your fingers out of the moving parts), quickly open the throttle in a short burst. If the engine just stops running as soon as the throttle is advanced, the low speed needle valve is too lean and the engine is not getting enough fuel. With the engine stopped, richen the low speed needle valve about 1/16 of a turn (turn counterclockwise).

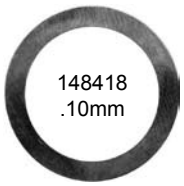
❑ Restart the engine and repeat the procedure above until the engine will transition smoothly and quickly. Very slight hesitation in the transition is normal.

❑ If you quickly advance the throttle and the engine seems to be very rich during transition (i.e., lots of smoke coming from the tuned pipe and very rough sounding), the low speed needle valve is too rich and the engine is getting too much fuel. With the engine stopped, lean the low speed needle valve about 1/16 of a turn (turn clockwise).

❑ Restart the engine and repeat the procedure above until the engine will transition smoothly and quickly. Very slight hesitation in the transition is normal.

❑ Now drive the XT2 as you normally would for a while to get a feel for how the engine reacts to throttle. Now that you know the proper way to tune the engine, you can make slight adjustments to the carburettor until you are satisfied with the performance.

PLEASE READ IF USING 30% NITRO FUEL



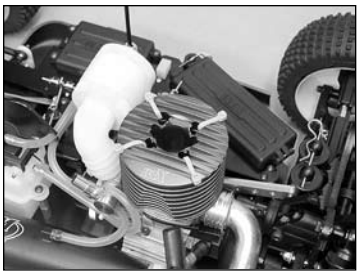
To get more power from your engine you can use fuels containing up to 30% nitromethane. We must caution you, though, that once you run the engine with increased nitro you may not get satisfactory results if you decide to go back to a lower nitro content. Also, if you use fuels containing 30% nitro, we suggest adding a .10mm head gasket to lower the compression ratio. If you don't lower the compression ratio, overheating and erratic running will likely occur.

BASIC ENGINE MAINTENANCE

To keep your engine operating at peak performance there are some basic maintenance procedures that need to be performed on your engine on a regular basis:

- After you are finished running the engine for the day, pinch the fuel line to stop the engine. This will allow the engine to burn any excess fuel out of the crankcase.
- Remove the air filter element and wash it thoroughly in warm water and a small amount of liquid detergent. After it's clean, allow it to dry, then reoil it and install it back into the air filter housing.
- Remove the glow plug from the engine and squirt several drops of high-quality after-run oil into the glow plug hole and the carburettor opening. Pull the pull-starter cord several times to distribute the oil throughout the engine, then reinstall the glow plug and copper washer. The after-run oil will prevent the inside of the engine (especially the crankshaft bearings) from rusting.

ENGINE TIP



Loop four nylon cable ties around the corners of the engine's cylinder head, making sure that the ratchet portion of the cable ties are up toward you. When your XT2 flips over, the cable ties will prevent the cylinder head from being scratched and gouged.

- Clean the outside of the engine using a stiff brush and nitro car cleaner, then dry the engine, using a rag or compressed air.
- Periodically check the condition of the clutch to check for wear.
- Periodically oil the clutch bell bearings.
- Check the engine's cylinder head bolts and backplate screws after each day of use to ensure that they're tight. This will prevent air leaks from causing erratic engine performance.

INSTALLING THE BODY

STEP 1: APPLYING THE DECALS

❑ For your convenience, some of the decals have already been applied. To apply the remaining decals, simply remove the decals from the protective backing and adhere them onto the body as you like.

STEP 2: INSTALLING THE BODY

❑ Install the body onto the chassis, using the body clips provided to hold it in place.

❑ Double-check that the body does not interfere with the wheels, the suspension or the tuned pipe. If it does, you will need to trim the body slightly to fit around those areas.

PRO TIP Other than during the break-in period, always make sure that you install the body when driving your XT2. When your XT2 flips over, the body will help protect the chassis and its components.

CHASSIS TUNING GUIDE

Chassis alignment and geometry are important if you want your X-Terminator 2 RTR Nitro Buggy to perform well. A good performing buggy means a buggy that is easier to drive, too. Follow our guidelines in this section to get the most out of your XT2.

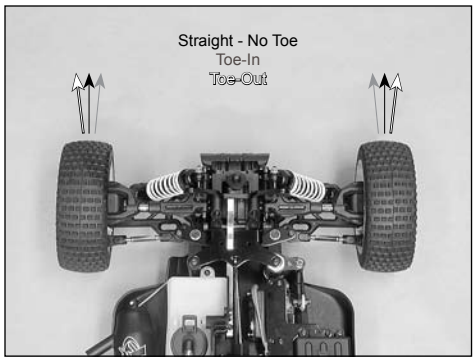
IMPORTANT It's very important when making changes to the settings of your XT2 that you make the settings the same for each side. For example, if you change the spring tension on the right front shock, you should change the spring tension on the left front shock the same amount, etc.

Do not make any changes that are more than 3 degrees from the initial settings listed or the handling characteristics of your X-Terminator 2 RTR Nitro Buggy will become very poor.

ADJUSTING THE TOE ANGLE

The toe angle is the angle of both front tyres (or rear tyres) to each other, when viewed from above. Toe-in is when the front of both tyres point toward each other and toe-out is when the front of both tyres point away from each other.

- For the front tyres, toe-in will make your XT2 track (run) straighter, but the steering will be more sensitive. Toe-out will desensitise the steering, making the XT2 a little more driver-friendly.
- For the rear tyres, if you're running on a smooth surface, we suggest no toe-in. If you are running on a rough surface, we suggest about 1 - 2 degrees of toe-in. This will give the rear end a little more "bite" (traction).



RECOMMENDED INITIAL SETTINGS

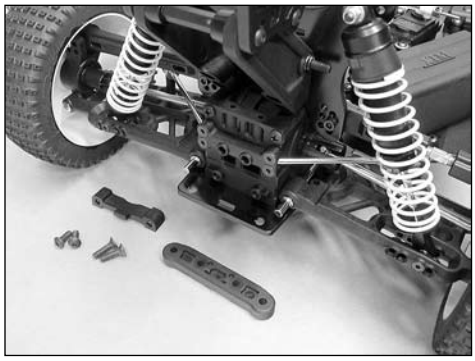
- 0 degrees toe-in on the front and 2 degrees on the rear for overall best 4WD driveability on most surfaces. **2 degrees toe-in on the rear is stock.**

☞ Adding more than 3 degrees of toe-in or toe-out on the front will result in excessive loss of speed and erratic handling. Toe adjustments should be measured with the XT2 at its normal ride height.

PRO TIP For more precise toe angle adjustments, use a dedicated toe angle adjustment gauge, available at most hobby retailers.

❑ To adjust the toe-angle of the front tyres, turn the tie-rods (steel rods connecting each wheel to the steering arm) in or out with the adjustable wrench provided.

❑ To adjust the toe-in on the rear tyres, use one of the different composite suspension plate holders provided to set the desired toe angle, as described in the procedures below. For convenience, the degree of toe angle is moulded into the back of each suspension plate holder.



❑ Remove the two screws from the bottom of the chassis that hold the suspension holder support in place, the remove the suspension holder support from the chassis.

❑ Remove the two screws that hold the suspension plate holder in place, then carefully pull out the suspension plate holder, being careful not to pull out the hinge pins.

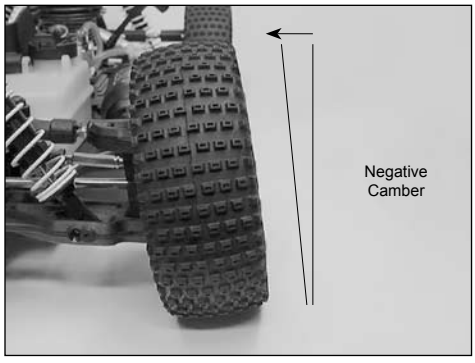
❑ Install the desired suspension plate holder. Installation is the reverse of the disassembly procedure.

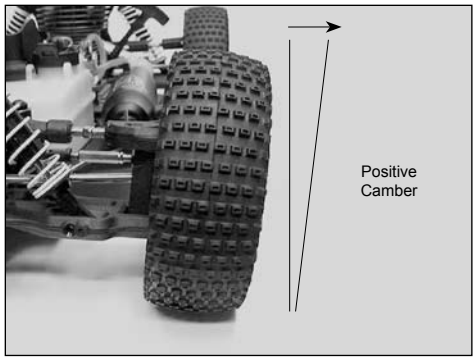
ADJUSTING THE CAMBER ANGLE

Camber is referred to as the amount of the tyre's surface that contacts the ground. Tyres that are exactly perpendicular to the ground have 0 degrees of camber. If the top of the tyre leans in toward the chassis, the tyre has negative camber. If the top of the tyre leans out away from the chassis, the tyre has positive camber.

RECOMMENDED INITIAL SETTINGS

- For driving on smooth surfaces set both the front and back tyres at 0 degrees.
- For driving on rough surfaces set the front tyres at -1 degree and the back tyres at -2 degrees.





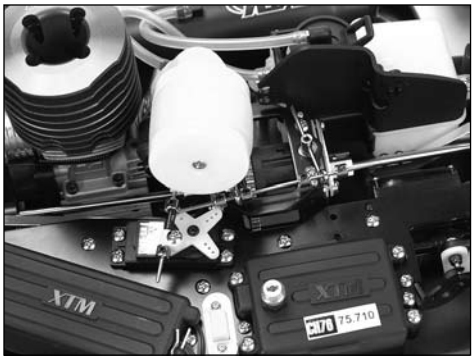
☞ Camber settings should be measured with the XT2 at its normal ride height.

PRO TIP For more precise camber adjustments, use a dedicated camber gauge, available at most hobby retailers.

❑ Adjust the camber angle of the tyres by turning the upper turnbuckles in or out using the adjustable wrench provided.

ADJUSTING THE BRAKE LINKAGE

With the transmitter and receiver turned on, and the throttle trim and the servo arm centred, the XT2 should roll forward smoothly when pushed (i.e., the brakes should be disengaged). If the brakes are dragging when the throttle trigger is at neutral, the brake discs will wear out very quickly. To ensure that the brakes are disengaged, always make sure that there is a 1/16" (1mm) wide gap between the two rear collars and the brake levers. Both collars should be adjusted so that they are equal distance behind each of the two brake levers. This will ensure that both brake levers engage equally during braking.



❑ To make adjustments to the brake linkage, simply loosen the grub screw in the collars behind the brake levers and reposition them, then retighten the grub screws. **Moving the collars forward, toward the brake levers, will result in the brakes coming on sooner and more forcefully.**

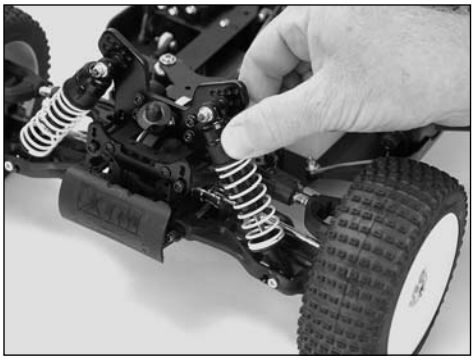
ADJUSTING THE BRAKE BIAS

Since the front and rear brakes can be adjusted independently of each other, you may not want both front and rear brakes to engage at the same time. If you want the rear brakes to engage just before the front brakes, move the collar at the front brake lever just a fraction further back from neutral. This will result in the back brakes engaging just before the front brakes. If you want the front brakes to engage just before the rear brakes, move the collar at the rear brake lever just a fraction further back from neutral. This will result in the front brakes engaging just before the back brakes. Experimentation will be necessary to achieve the desired braking response, dependant on your track conditions and driving style.

ADJUSTING SHOCK SPRING TENSION

By adjusting the spring tension of the shocks, you can increase steering sensitivity, adjust the ride-height of the XT2 and fine-tune the dampening quality of the suspension system. How you drive your XT2 will dictate what settings you should be using. As an example, if you're driving your XT2 off-road and going over lots of jumps, you may want to increase the spring tension of the front shocks to help prevent the front of the XT2 from bottoming out. If you're racing your XT2, local track conditions will dictate the settings to use.

RECOMMENDED INITIAL SETTINGS



- We recommend initially leaving the factory-installed preload clips on the shocks.

❑ Increase or decrease spring tension by installing different thickness shock preload clips. Using taller preload clips increases spring tension and the chassis ride height, and will stiffen the overall dampening characteristics of the suspension. Using shorter preload clips decreases spring tension and makes the dampening characteristics of the suspension softer.

☞ When adjusting the spring tension, make sure to adjust both shocks on the right and left sides equally.

SHOCK SPRINGS

Shock springs are easy to change and can make a difference in the way your XT2 handles relative to the type of terrain you're driving on. If you drive your XT2 off-road, in a smooth, high-traction area, use stiffer springs to reduce body roll and weight shift. If the area where you drive your XT2 is very bumpy, you might consider using softer springs to help absorb the bumps. If the area is bumpy and you use harder springs, the XT2 will have a tendency to jump and hop around. The shock springs included with the XT2 are suitable for most general off-road applications.

FRONT and REAR

SOFT

58mm and 80.5mm 1.3mm Shock Spring (RED)
58mm and 80.5mm 1.4mm Shock Spring (BLUE)
58mm and 80.5mm **1.5mm Shock Spring (WHITE) - STOCK**
58mm and 80.5mm 1.6mm Shock Spring (YELLOW)
58mm and 80.5mm 1.7mm Shock Spring (BLACK)

STIFF

ADJUSTING THE DIFFERENTIALS

The X-Terminator 2 RTR Nitro Buggy features front, centre and rear bevel gear differentials that each feature O-Ring seals and cup-style housings. All three differentials are packed with differential grease that is good for most driving conditions. You can make fine-tuned adjustments to each differential by removing the differentials from the chassis, opening them up and replacing the grease with different weights of silicone differential oil.

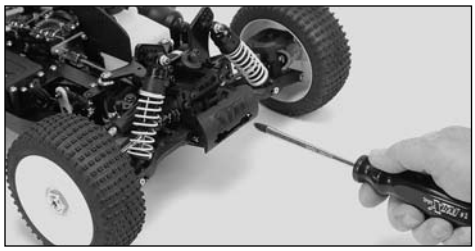
- **Front and Rear Differentials:** Adding heavier silicone oil will tighten the differentials and adding lighter silicone oil will loosen the differentials. If your XT2 feels loose (uncontrollable) during turns, you can tighten the front differential or loosen the rear differential. If your XT2 is pushing (understeer) during turns, you can loosen the front differential or tighten the rear differential.

- **Centre Differential:** For the centre differential, using a lighter weight oil will cause the differential to unload easier. Generally, this is good for loose tracks with little traction. Using a heavier weight will provide a more even amount of power to the front and rear. On loose tracks, this can cause the XT2 to be too "squirrely" (uncontrollable) or cause the rear end to slide out. For this reason, we only suggest using heavier oil if you are driving on a high-traction surface.

For general use, we recommend using XTM Racing 30K oil in the front, 50K in the centre and 10K in the rear.

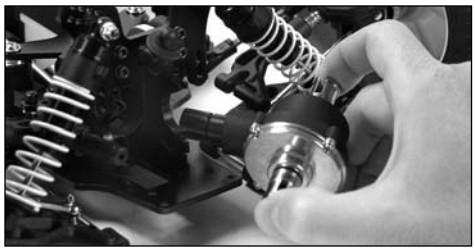
For your convenience, we show you how to remove and disassemble the front differential. Removing and disassembling the centre and rear differential is similar.

Please refer to the differential assembly drawing on page 25 for a detailed break-down of the differential assembly.



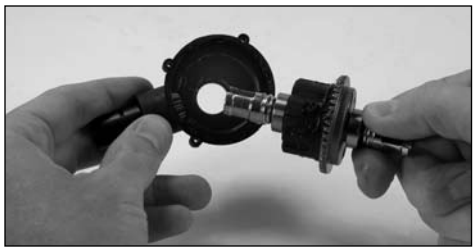
❑ Remove the screws from the bottom of the chassis that hold the front bumper and the differential assembly in place.

❑ Use a small flat blade screwdriver to pry the screw cover off the front of the bumper and remove the two screws from inside the bumper, then remove the bumper.



❑ Remove the upper hinge pins, then remove the screws that hold the upper hinge pin support plate in place. Remove the upper and lower hinge pin support plates.

❑ Pull the front half of the differential case straight out, then remove the hinge pins and drop the lower suspension arms and pull the differential assembly straight out.



❑ Remove the four screws that hold the differential housing together, then pull the differential housing apart and pull the differential assembly out of the differential housing, making sure to leave the pinion gear in place.

❑ You can now disassemble the differential, clean away all of the grease, reassemble and refill the differential with the differential oil of your choice.

❑ Push one ball bearing onto the differential cup.

❑ Push the output joint into the differential cup, then push one small pin into the hole in the output joint, making sure that the pin is centred. Install the pin through the hole in the side of the differential cup **(A)**.

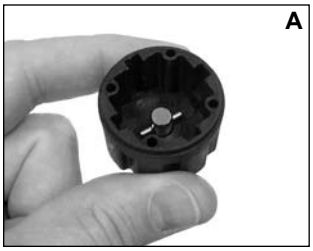
❑ Install the large bevel gear into the differential cup, making sure that the slot in the back of the bevel gear fits over the pin in the output joint.

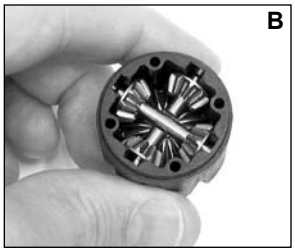
❑ Install two small bevel gears onto each pin, then install the small bevel gear assemblies into the differential cup, making sure that the flat spots in the pins cross over each other and that the ends of the pins fit in the slots in the side of the differential cup **(B)**.

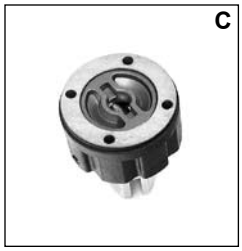
❑ Install one grub screw into the side of the differential cup, then fill the differential cup full with differential oil. Let the differential "rest" until the air bubbles are gone.

❑ Press a second large bevel gear into the differential cup, making sure that the gears mesh with each other, then carefully place a gasket onto the differential cup **(C)**.

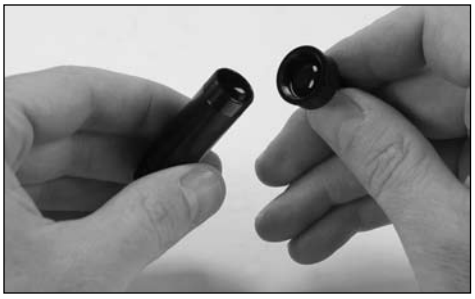
❑ Reinstall the ring gear (or centre spur gear) onto the differential cup, making sure to tighten the screws firmly **(D)**.







SHOCK DAMPENING



Changing the shock oil (the oil inside the shocks) will change the dampening characteristics of the shocks. Typically, if you are running on smooth surfaces, use a heavier weight oil. If you are running on rough surfaces, use a lighter weight oil.

- **30Wt shock oil is stock**. This is good for all-around use. **For racing, you may want to consider using 35Wt - 40Wt shock oil.**

IMPORTANT **Do not use motor oil.** We recommend using only 100% Silicone Shock Oil.

ADJUSTING BUMP STEER

The front upper hinge pins can be moved up and down to adjust bump steer. Generally, if you move the hinge pins into a lower position, this will increase bump steer, which can be helpful on tight tracks. For a larger track, you may want to move the hinge pins to a higher position to decrease bump steer.

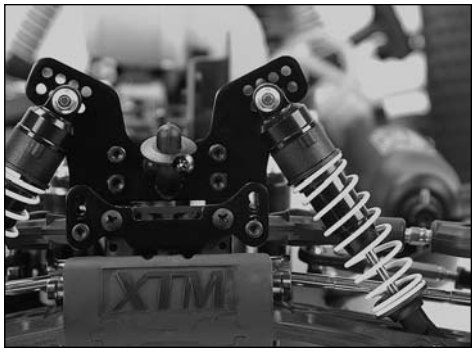
RECOMMENDED INITIAL SETTINGS

- We recommend initially leaving the front upper hinge pins in the factory locations.

❑ Adjust bump steer by removing the upper hinge pins and reinstalling them, along with the upper suspension arms, in a hole either further up or lower down.

IMPORTANT When tightening the hex nut on the back of the hinge pins, be careful not to overtighten them or the hinge pins may not pivot freely. When adjusting the hinge pin positions, make sure to adjust the right and left sides equally.

ADJUSTING SHOCK MOUNTING POSITIONS



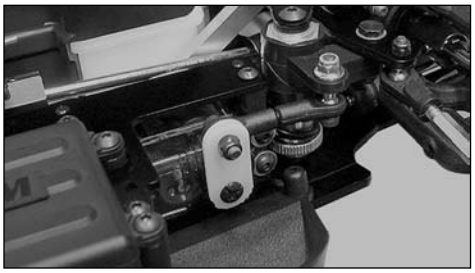
The XT2 shock towers feature a number of different mounting positions for the shocks. By changing the location of the upper shock mounts you can make the shock feel stiffer or softer as the XT2 rolls. In general, moving the shocks toward the outside will make the shock stiffer and moving the shock toward the inside will make the shock softer.

You'll need to experiment with these settings to find something that suits both your track and driving style. A good start is to adjust the rear shocks. Moving the rear shocks toward the outside will give more "bite" (traction) in the turns, however, depending on how you drive, you might want to move the shock toward the middle. This will give a more "plush" suspension.

ADJUSTING DROOP

Droop is the distance each wheel drops from normal ride height when the chassis is lifted off the ground. Droop is adjusted on each wheel be turning the grub screw in each lower suspension arm up or down. Generally, more droop equals more roll equals more traction. Less droop equals less roll equals less traction. Droop also changes weight transfer. Experimentation will be necessary to achieve the desired response, dependant on your track conditions and driving style.

ADJUSTING STEERING SENSITIVITY



If your XT2's steering seems sluggish or slow to react, the servo saver spring could be too loose. To increase steering response, thread the servo saver adjustment ring up to tighten the servo saver spring.

WARNING Tightening the servo saver spring increases the chance of damaging the steering servo during a crash. Adjust only as necessary.

MAINTAINING YOUR X-TERMINATOR 2 RTR NITRO BUGGY

Following a simple maintenance schedule will ensure that your X-Terminator 2 RTR Nitro Buggy operates in top condition every time you use it. It is strongly recommended.

- Check the foam air filter element for dirt blockage. If the foam is dirty, remove it from the filter housing and wash it in liquid soap and warm water. Dry the foam element with a paper towel, reinstall it and "wet" it with air filter oil.

- Check the chassis for any loose screws, especially the engine and the outdrive cup mounting screws. Tighten them if necessary.

- Any screws that are threaded directly into metal should be secured into place with threadlocker. This will prevent the screws from loosening during use. Screws threaded into nylon or composite material do not require threadlocker.

- Check the steering linkage and the throttle/brake linkage for any signs of wear or misalignment. Tighten and/or readjust them if necessary. Double-check that the grub screws in the collars are tight.

- Once in a while, remove the wheels and clean the wheel bearings, using a bearing cleaner. This will remove any dust and grit that may, over time, damage the bearings. After cleaning the bearings, reoil them using a good quality bearing oil. Never run the bearings dry or damage to the bearings will result.

- When you clean the wheel bearings as described above, also remove, clean and reoil the clutch bell bearings.

- Check the fuel system, including the fuel tank and fuel tubing, for any signs of cracking or looseness. Replace any fuel tubing you suspect may be damaged.

- Check the condition of your transmitter and receiver batteries after each time you drive your XT2. If you think they might need replacement or recharging, do so before driving your XT2 again.

- After a period of time the chassis will accumulate a lot of dirt and debris, especially around the engine area. This buildup should be cleaned off using a high-powered spray cleaner like Emerald Nitro Car Cleaner. **Some nitro car cleaners will damage anodised and/or plated parts. Test on an inconspicuous area first.**

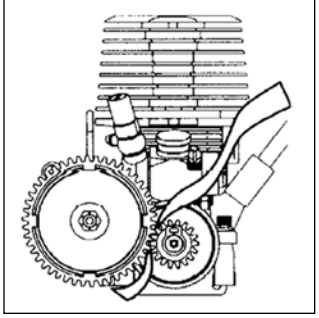
- After cleaning the chassis and engine with Nitro Car Cleaner, you should oil the moving parts of the chassis. **Do not oil the clutch bell, spur gear, driveshafts (dogbones) or the brake discs.**

- Always use new fuel and keep the cap on the fuel tightly closed. As fuel ages it absorbs water, which degrades the fuel's performance and will cause erratic engine operation.

- After you have finished using your engine for the day, remove the glow plug from the engine and squirt several drops of high-quality after-run oil into the glow plug hole and into the carburettor opening. Pull the pull-start cord several times to distribute the oil throughout the engine, then reinstall the glow plug and copper washer. This will prevent corrosion inside your engine.

- Never leave unused fuel in the fuel tank for more than a couple of days. The nitromethane and methanol in the fuel will evaporate, leaving the oil behind. This will eventually turn into a thick sludge that will require replacement of the fuel tank to fix.

- If you need to remove the engine to clean it or change the clutch bell, etc., it's important that you set the gear mesh between the clutch bell and spur gear properly when reinstalling the engine; otherwise, the spur gear may be damaged or the gears may bind. To set the gear mesh, first start by setting the engine mount assembly temporarily in place, then slide the engine back within the mounts until the teeth on the clutch bell are even with the spur gear. When satisfied with the alignment, tighten the four socket-cap screws to secure the engine to the engine mounts. This will ensure that the clutch bell is lined up with the spur gear. Next, place a piece of notebook paper between the clutch bell and the spur gear, and push the engine toward the spur gear firmly, so that the notebook paper crinkles. When set properly, there should be very slight play between the gears. If the gears are too tight they will bind and if they are too loose they will strip out. When satisfied with the alignment, tighten the four screws on the bottom of the chassis. With the wheels off the ground, you should be able to spin the clutch bell with your finger. The clutch bell should rotate the spur gear and other drivetrain components rather easily. If it's difficult to rotate the clutch bell, your gear mesh is likely too tight. Readjust the gear mesh, making sure to use a piece of notebook paper between the gears. When set properly, the paper should be tightly crinkled, but not ripped or punctured.



TROUBLESHOOTING GUIDE

This troubleshooting guide has been provided to help you diagnose and solve most problems that you may encounter with your X-Terminator 2 RTR Nitro Buggy.

If you cannot solve a problem using this troubleshooting guide, please contact your local distributor, using the Customer Service Information on page 3.

IF YOU'RE HAVING A PROBLEM WITH THE RADIO CONTROL SYSTEM

PROBLEM	CAUSE	SOLUTION
1) Radio system does not operate	A) Transmitter and/or receiver batteries are low B) Batteries are installed incorrectly C) Receiver battery connector is loose	A) Replace transmitter and/or receiver batteries B) Check that the polarity of the batteries is correct C) Check that receiver battery connector is plugged in and tight
2) Operating range is short	A) Transmitter antenna is retracted B) Receiver antenna is not extended C) Receiver antenna is cut D) Transmitter and/or receiver batteries are low	A) Extend transmitter antenna completely B) Extend receiver antenna completely C) Contact your local distributor for repair information D) Replace transmitter and/or receiver batteries
3) Servos do not operate normally	A) Transmitter and/or receiver batteries are low B) Servo gear stripped or otherwise damaged	A) Replace transmitter and/or receiver batteries B) Replace with new gear set
4) When engine is running, radio system operates erratically	A) Receiver crystal is loose B) Receiver battery connector is loose C) Damage to receiver after a crash	A) Remove and reinstall the receiver crystal B) Check that receiver battery connector is tight C) Contact your local distributor for repair information

IF YOU'RE HAVING A PROBLEM WITH THE 24.7 NITRO ENGINE

PROBLEM	CAUSE	SOLUTION
1) Engine does not start	A) Failed glow plug B) Glow Starter not charged and/or faulty C) Idle mixture screw set too lean D) Old or contaminated fuel E) Engine flooded with too much fuel F) Air leak in fuel system and/or engine	A) Replace glow plug with new one B) Fully charge glow starter and/or replace C) Reset idle mixture to factory setting (P12) D) Replace with new fuel E) Remove glow plug and expel fuel from cylinder (P13) F) Replace fuel lines and/or tighten all engine bolts
2) Engine does not draw fuel	A) Air leak in fuel system and/or engine B) High speed needle valve fully closed C) Idle mixture screw set too lean D) Fuel lines kinked E) Defective fuel tank	A) Replace fuel lines and/or tighten all engine bolts B) Reset high speed needle valve to factory setting (P12) C) Reset idle mixture to factory setting (P12) D) Check and straighten fuel lines E) Replace fuel tank
3) Engine does not transition	A) Failed and/or wrong type glow plug B) Old and/or wrong type fuel C) High speed needle valve set too rich D) Idle mixture set too lean E) Idle mixture set too rich F) Air leak in fuel system and/or engine	A) Replace with new recommended glow plug (P4) B) Replace with new recommended fuel (P4) C) Reset high speed needle valve to leaner setting (P16) D) Set idle mixture richer (P16) E) Set idle mixture leaner (P16) F) Replace fuel lines and/or tighten all engine bolts
4) Engine overheats	A) Engine running too lean B) Body too restrictive C) Wrong type of fuel used D) Engine not fully broken in	A) Richen high speed needle valve (P16) B) Open larger vents in body to allow air to enter and exit C) Use fuel recommended only for R/C cars (P4) D) Allow engine further break-in time (P15)
5) Engine vibrates excessively	A) Engine and/or engine mounts loose	A) Tighten all engine and engine mounting bolts
6) Engine does not idle down	A) Idle stop screw out of adjustment B) Engine has developed an air leak C) One or more carburettor O-rings damaged	A) Adjust idle stop screw to factory setting (P12) B) Check and tighten all engine screws C) Replace carburettor O-rings
7) Pull-Start Assembly Slips	A) One-way bearing coated with oil	A) Clean one-way bearing using rubbing alcohol (P16)

IF YOU'RE HAVING A PROBLEM WITH THE X-TERMINATOR 2 RTR NITRO BUGGY CHASSIS

PROBLEM	CAUSE	SOLUTION
1) XT2 pulls to one side	A) Steering trim out of adjustment B) Toe angle out of adjustment C) One wheel is hanging or has damaged bearing	A) Readjust trim to centre both wheels (P10) B) Readjust toe angle (P18) C) Remove wheel and clean or replace bearing
2) Brakes seem ineffective	A) Brake linkage out of adjustment B) Brake disc(s) worn	A) Readjust brake linkage (P19) B) Replace affected brake disc(s)
3) Clutch does not engage	A) Clutch shoes damaged or worn B) Clutch bell damaged or worn C) Clutch shoes glazed	A) Replace clutch shoes B) Replace clutch bell C) Remove glaze using fine sandpaper and reinstall
4) Clutch does not disengage	A) Clutch spring(s) worn or damaged	A) Replace clutch springs
5) XT2 does not "go"	A) Stripped or damaged spur gear B) Stripped differential gear(s) C) Driveshaft(s) slipping and/or broken D) Outdrive cups slipping E) Clutch not engaging G) Carburettor set too rich	A) Replace spur gear B) Replace differential gear(s) C) Tighten grub screw and/or replace driveshaft(s) D) Tighten grub screw in outdrive cups E) Check clutch assembly and repair or replace G) Lean high speed needle valve (P16)
6) Suspension not smooth or free	A) One or more shocks sticking B) Bent shock shaft(s) C) Bent or otherwise damaged hinge pin(s)	A) Clean and/or rebuild the affected shock(s) B) Rebuild affected shock(s) C) Replace affected hinge pin(s)
7) Shocks leaking oil	A) Shock seals worn B) Bent shock shaft(s)	A) Replace shock seals B) Rebuild affected shock(s)/replace shock shaft(s)
8) Spur gear strips out	A) Gear mesh too loose	A) Replace spur gear and readjust gear mesh (P22)
9) XT2 rolls while engine is idling	A) Engine idle is too high	A) Lower your engine's idle speed (P12)
10) Screws loosen and/or fall out during use	A) Vibration under normal use	A) Clean screw(s) and/or replace and use threadlocker to secure them into place
11) Steering sensitivity is "sluggish"	A) Servo saver spring is set too loose	A) Tighten servo saver spring (P21)

ASSEMBLY MANUAL AND REPLACEMENT PARTS LIST

The Assembly Manual and Replacement Parts List is broken down into several sections. The first section details the assembly of the X-Terminator 2 RTR Nitro Buggy. Detailed drawings in a step-by-step format make it easy to disassemble and reassemble the XT2. This is useful when it's necessary to replace damaged parts or when it's time for a complete teardown for cleaning. The second section lists all of the replacement parts that are available for purchase. For your convenience, a drawing of each replacement part is shown, along with a description, reference number and the XTM Racing order number. For simplicity and ease of ordering replacement parts, the XTM Racing order number is also listed on the corresponding parts drawings in the Assembly Manual, so it's easy for you to cross-reference the parts you need. A line listing of these parts is also included to make finding individual parts even easier. The third section is a list of optional parts that are available, in the same format as the replacement parts.

When it comes time to order replacement parts and option parts, we recommend ordering directly from your local hobby retailer. If your hobby retailer does not stock XTM Racing products, contact your closest distributor for a local dealer, using the Customer Service Information on page 3.

ASSEMBLY MANUAL (PAGES 25-51)

REPLACEMENT PARTS (PAGES 52-61)

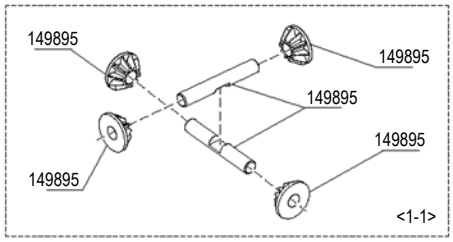
OPTION PARTS (PAGES 61-67)

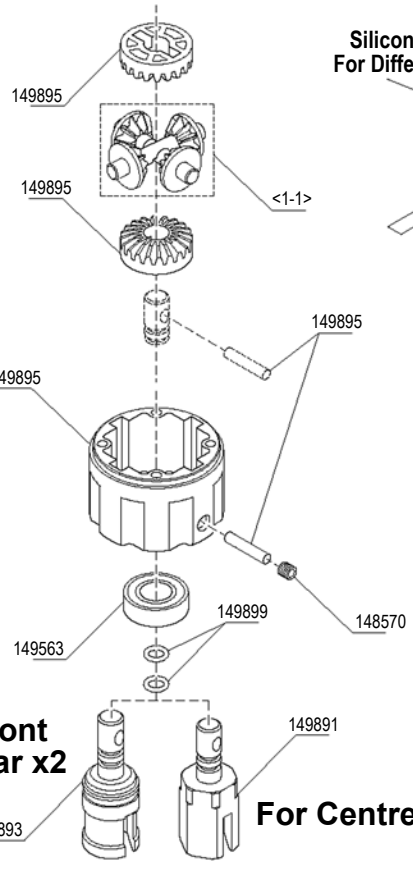
1

O-Ring 3x1mm -- 12
149899

Pin 2.5x12.8mm -- 6
149895

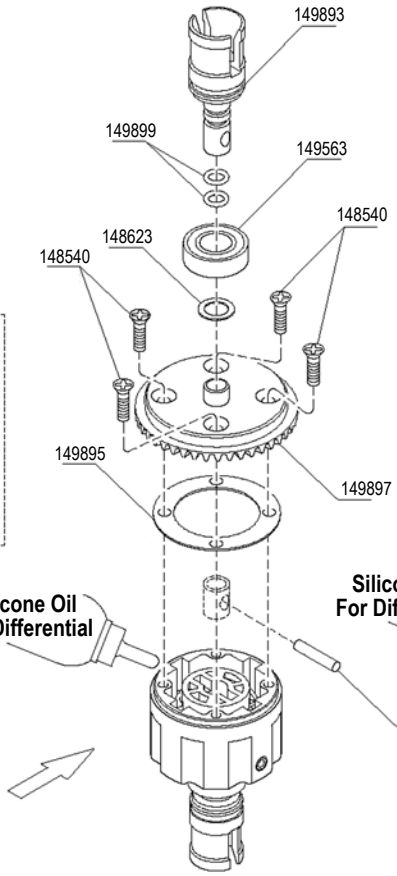
Pin 4x26.6mm -- 6
149895



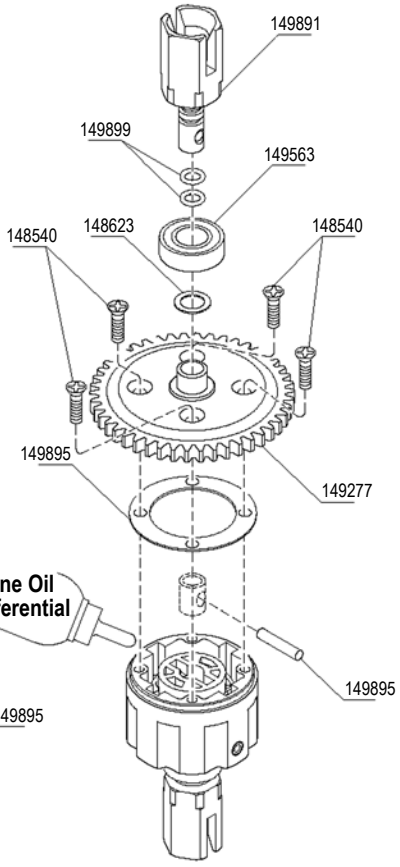


For Front and Rear x2

For Centre x1



For Front and Rear x2



For Centre x1

Grub Screw 4x4mm -- 3
148570

F/H Screw 3x15mm -- 12
148540

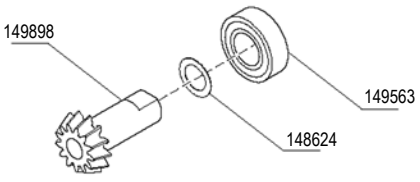
Shim 8x12x0.4mm -- 3
148623

Ball Bearing 8x16x5mm -- 6
149563

2

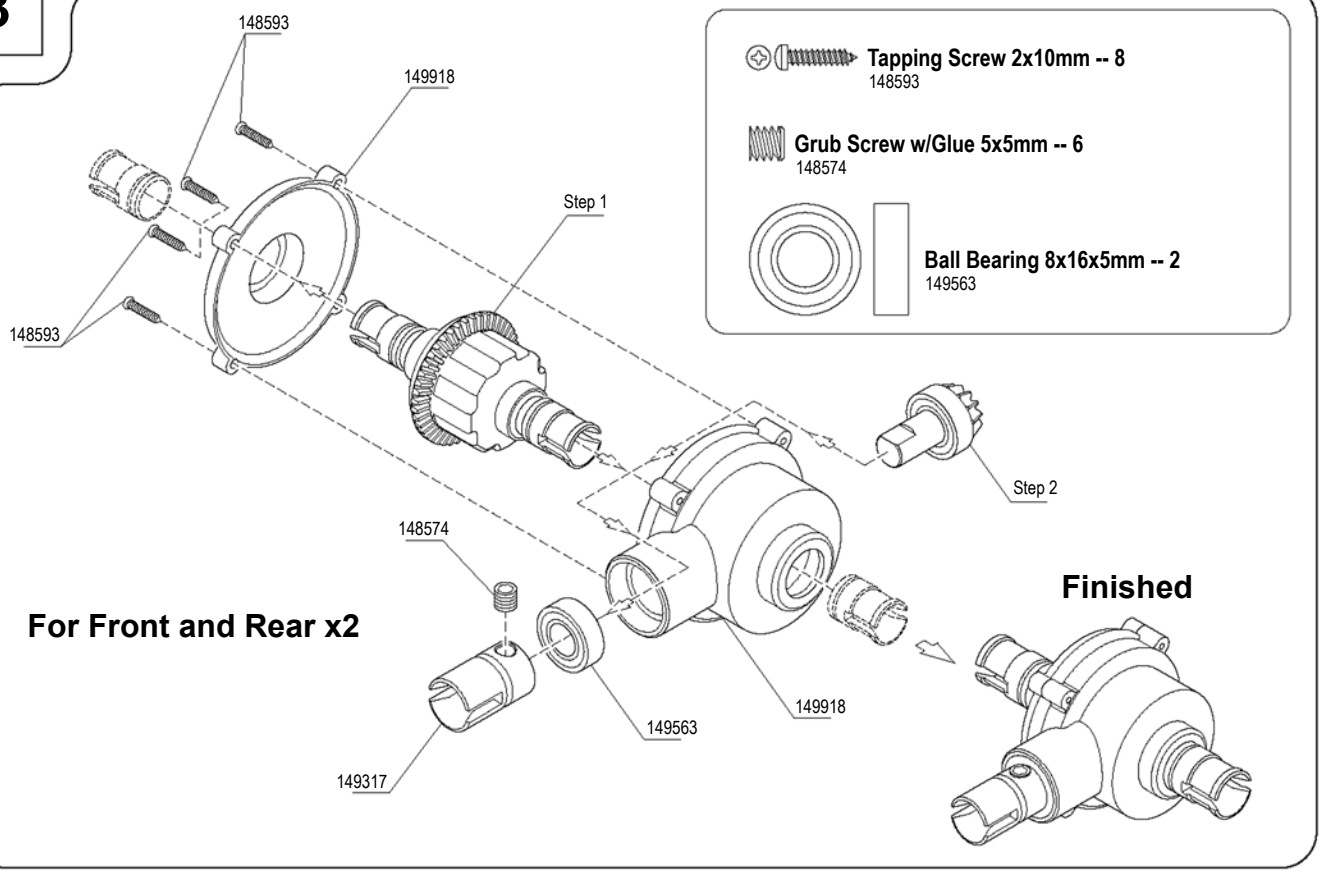
Shim 8x12x0.2mm -- 2
148624

Ball Bearing 8x16x5mm -- 2
149563

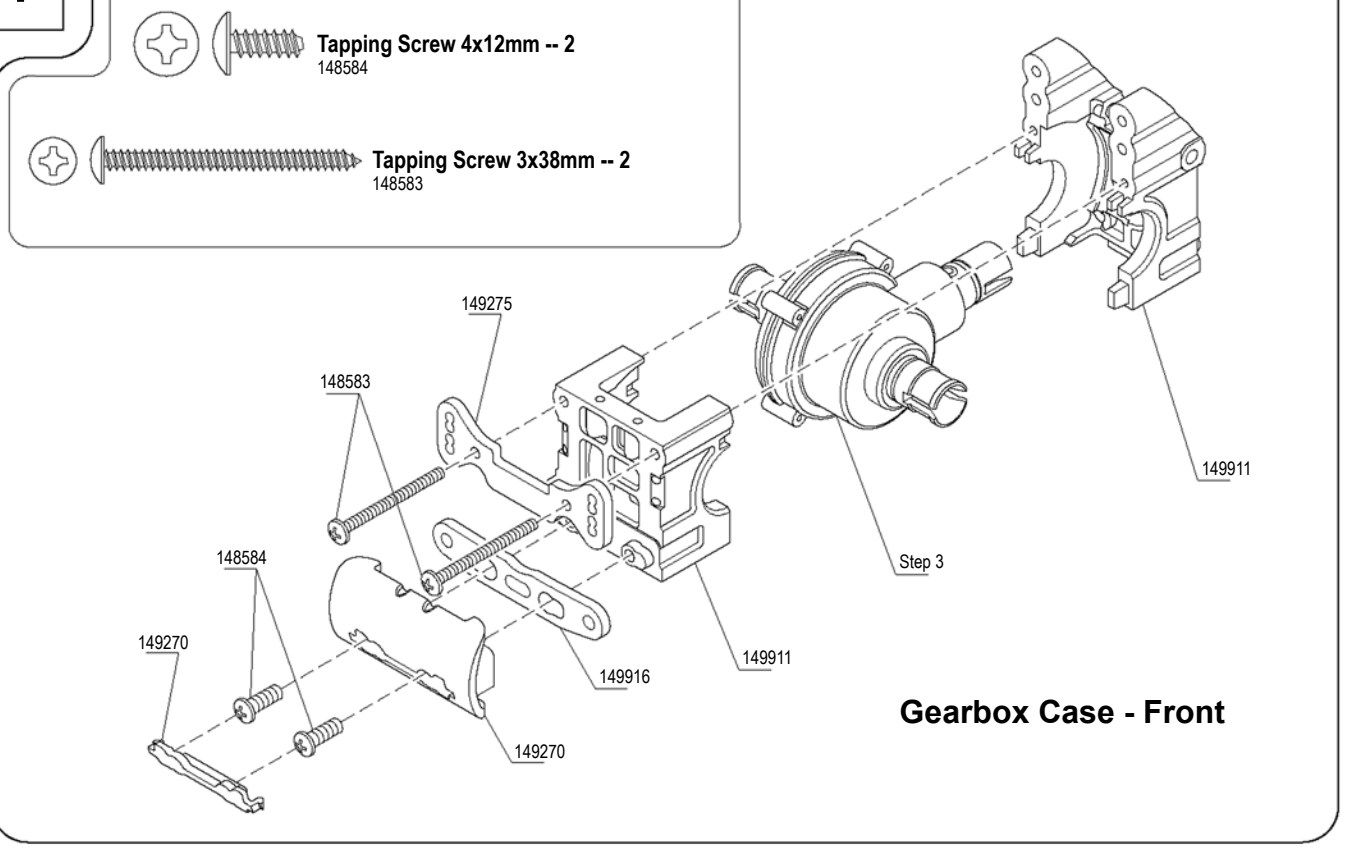


For Front and Rear x2

3


148593
149918
Step 1
148593
Step 2
148574
149563
149918
149317
Tapping Screw 2x10mm -- 8
148593
Grub Screw w/Glue 5x5mm -- 6
148574
Ball Bearing 8x16x5mm -- 2
149563
For Front and Rear x2
Finished

4


Tapping Screw 4x12mm -- 2
148584
Tapping Screw 3x38mm -- 2
148583
149275
148583
149911
Step 3
148584
149270
149916
149911
149270
Gearbox Case - Front

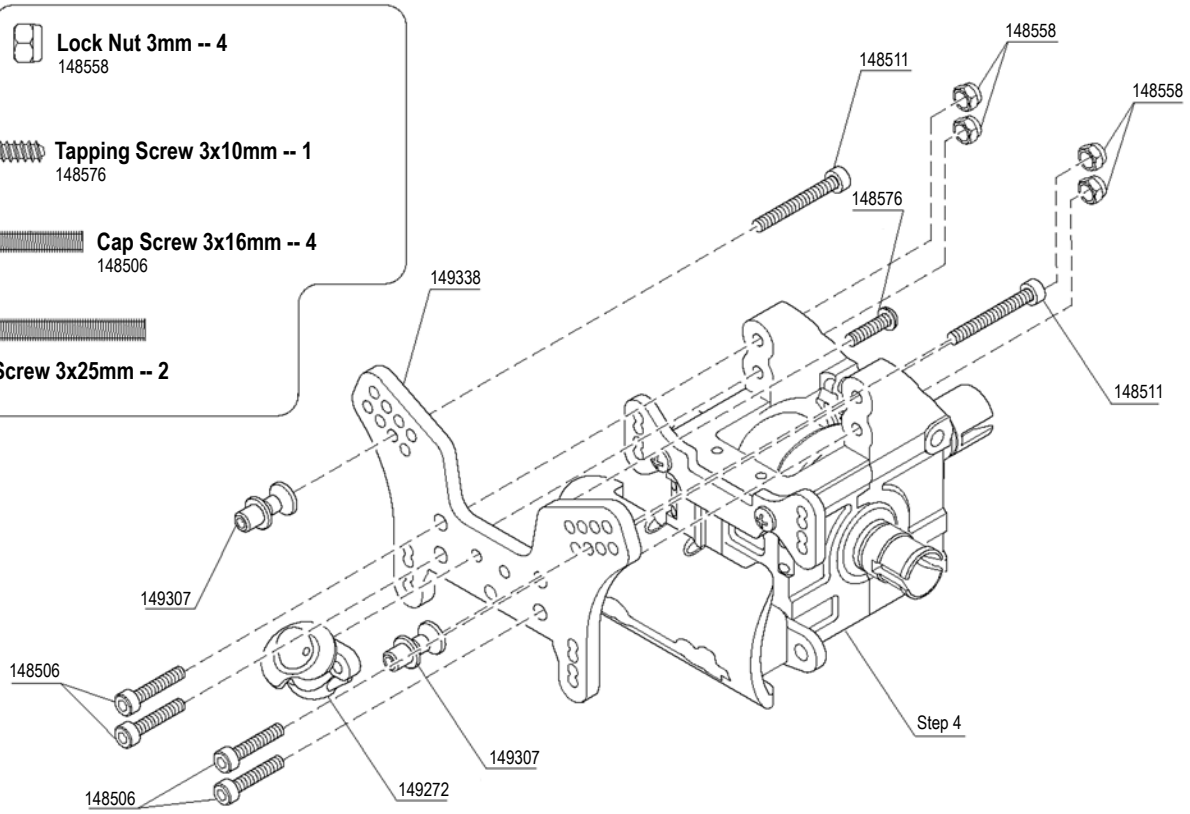
5

Lock Nut 3mm -- 4
148558

Tapping Screw 3x10mm -- 1
148576

Cap Screw 3x16mm -- 4
148506

Cap Screw 3x25mm -- 2
148511



6

Grub Screw w/Glue 4x3mm -- 4
149506

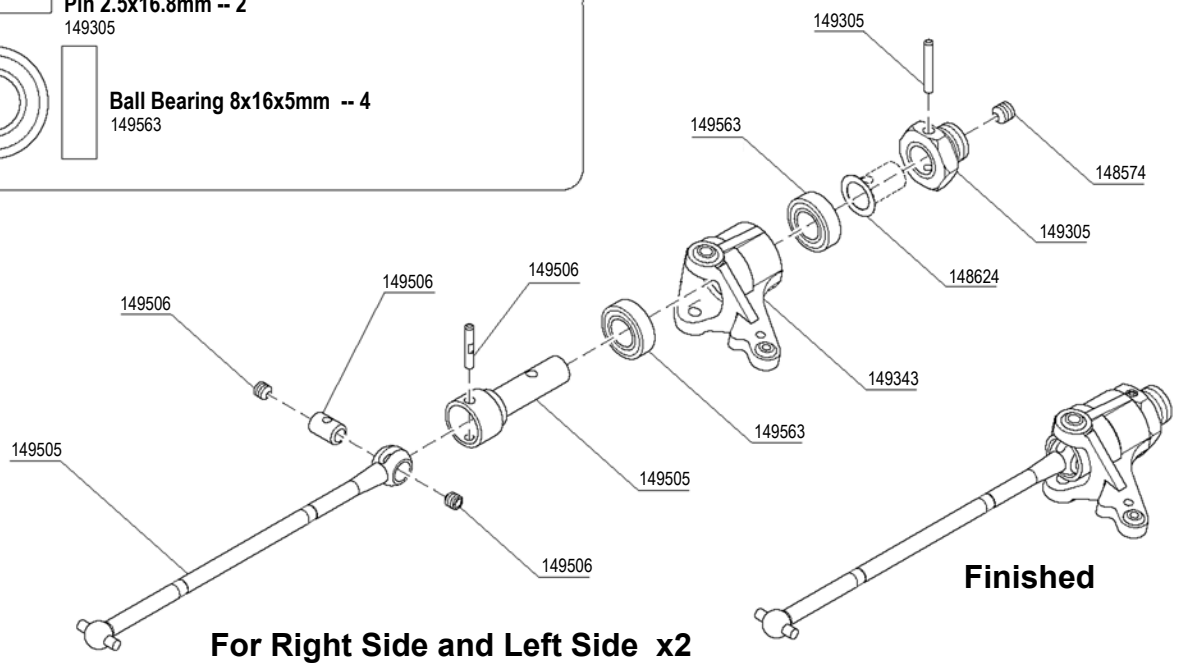
Grub Screw w/Glue 5x5mm -- 2
148574

Pin 2.5x13.8mm -- 2
149506

Shim 8x12x0.2mm -- 2
148624

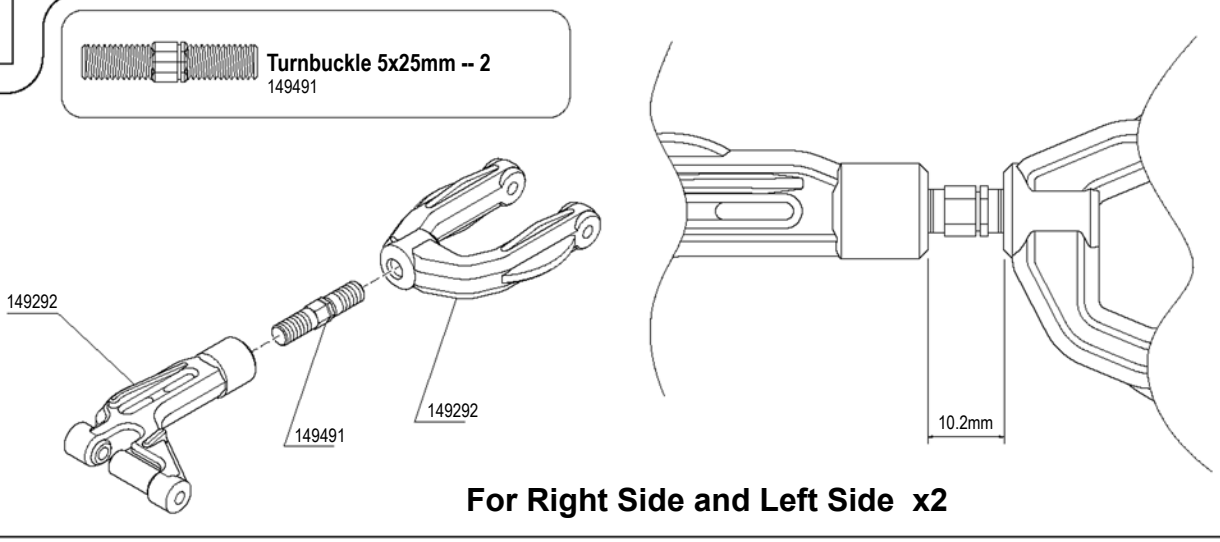
Pin 2.5x16.8mm -- 2
149305

Ball Bearing 8x16x5mm -- 4
149563



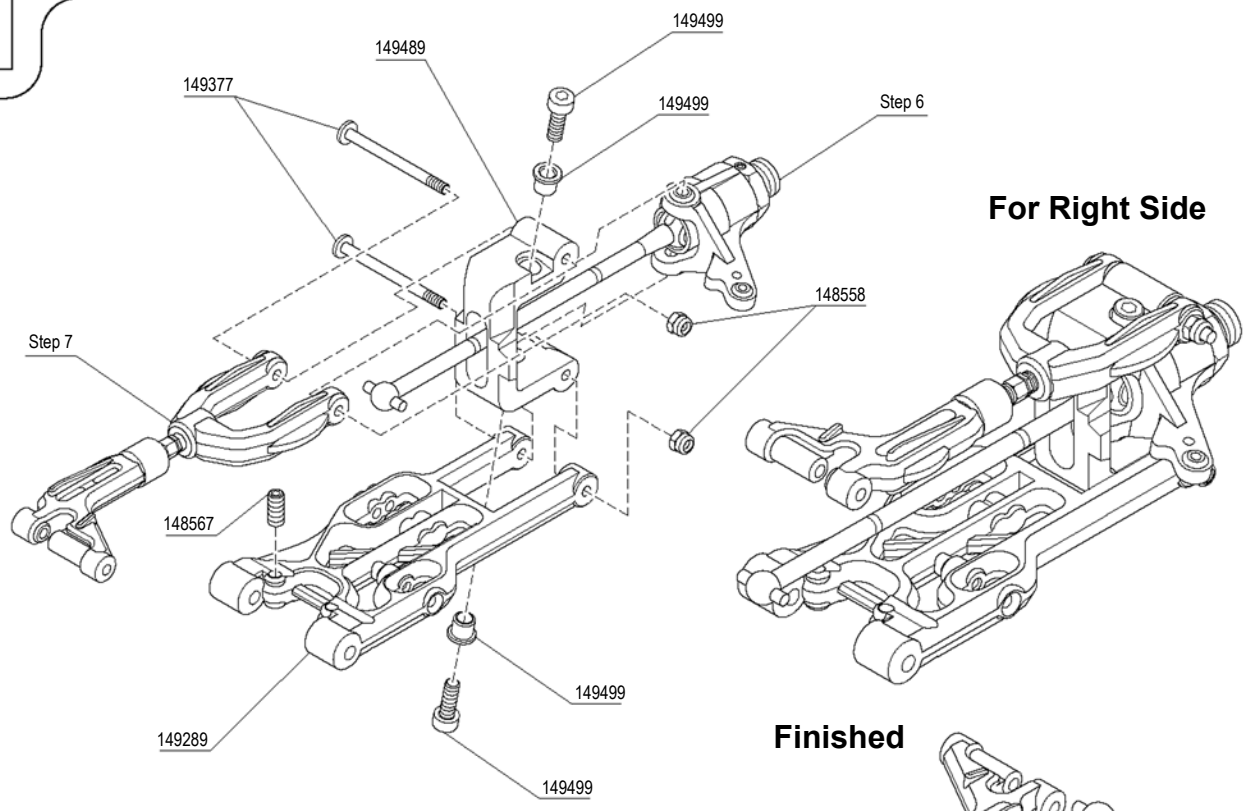
For Right Side and Left Side x2

7



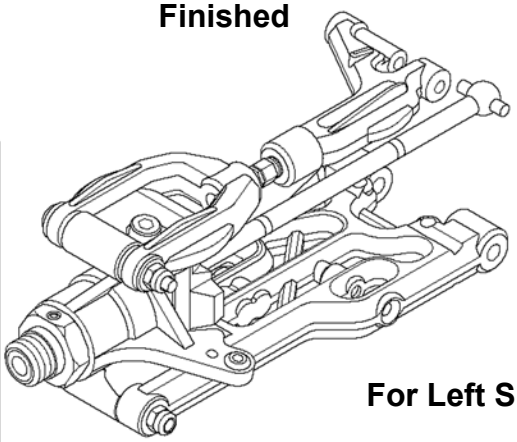
For Right Side and Left Side x2

8



For Right Side

Finished



For Left Side

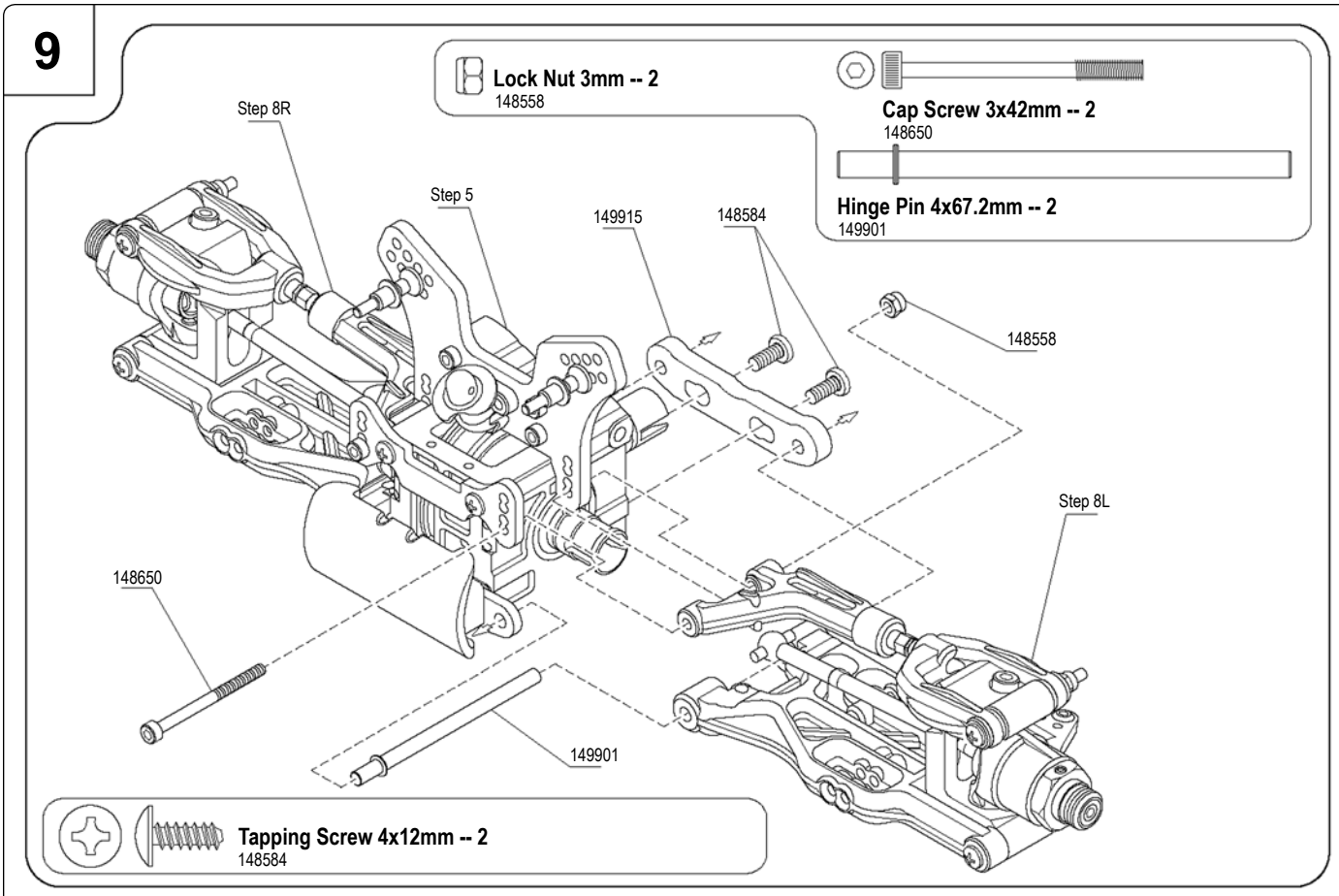
Lock Nut 3mm -- 4
148558

Grub Screw 4x10mm -- 2
148567

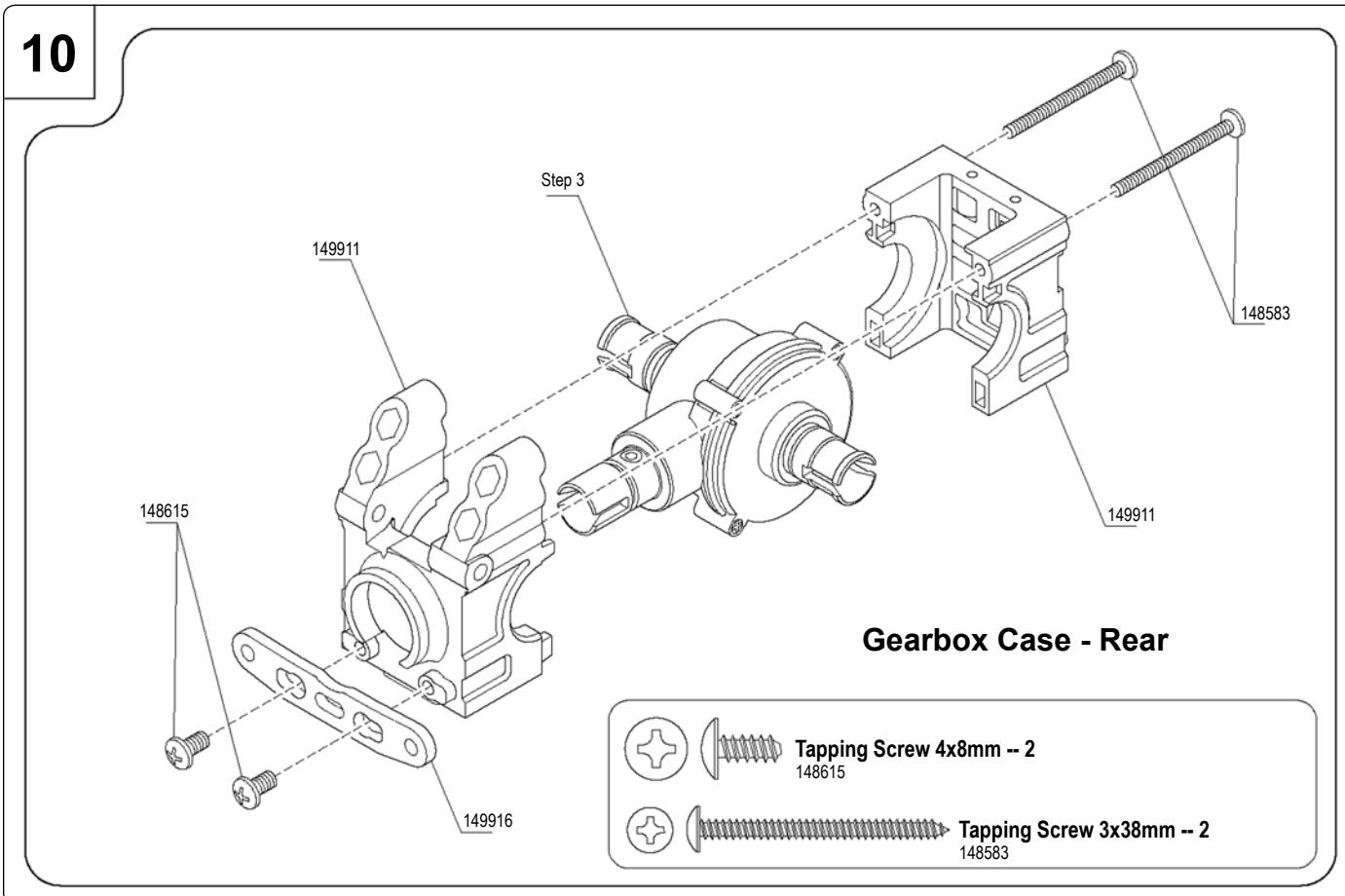
Cap Screw 4x12mm -- 4
149499

Hub Stud 3x37.5mm -- 4
149377

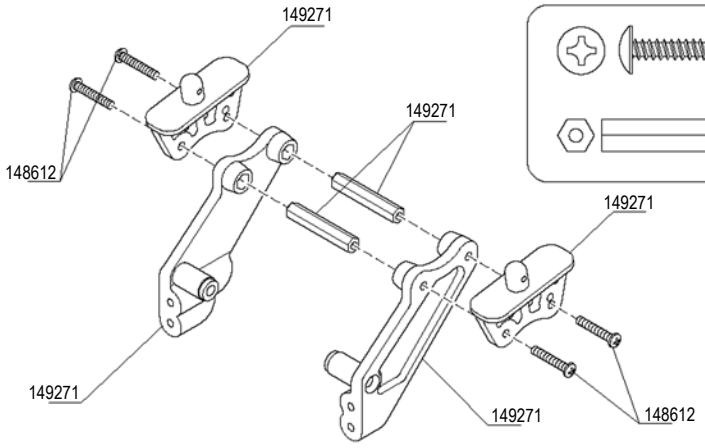
9


Lock Nut 3mm -- 2
148558
Cap Screw 3x42mm -- 2
148650
Hinge Pin 4x67.2mm -- 2
149901
Step 8R
Step 5
149915
148584
148558
Step 8L
148650
149901
Tapping Screw 4x12mm -- 2
148584

10


Step 3
149911
148583
148615
149911
149916
Gearbox Case - Rear
Tapping Screw 4x8mm -- 2
148615
Tapping Screw 3x38mm -- 2
148583

11



Tapping Screw 3x18mm -- 4
148612

Post 6x32mm -- 2
149271

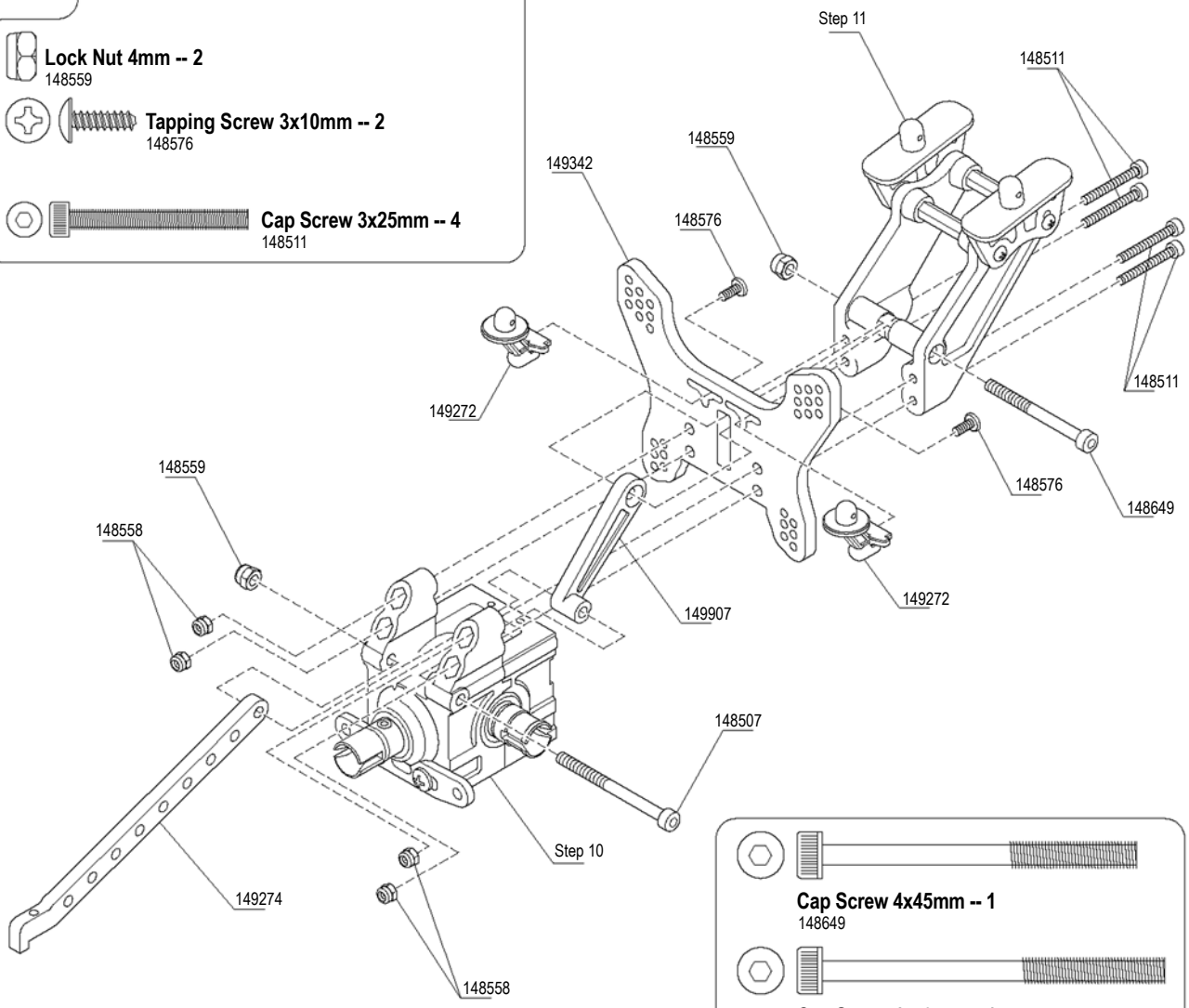
12

Lock Nut 3mm -- 4
148558

Lock Nut 4mm -- 2
148559

Tapping Screw 3x10mm -- 2
148576

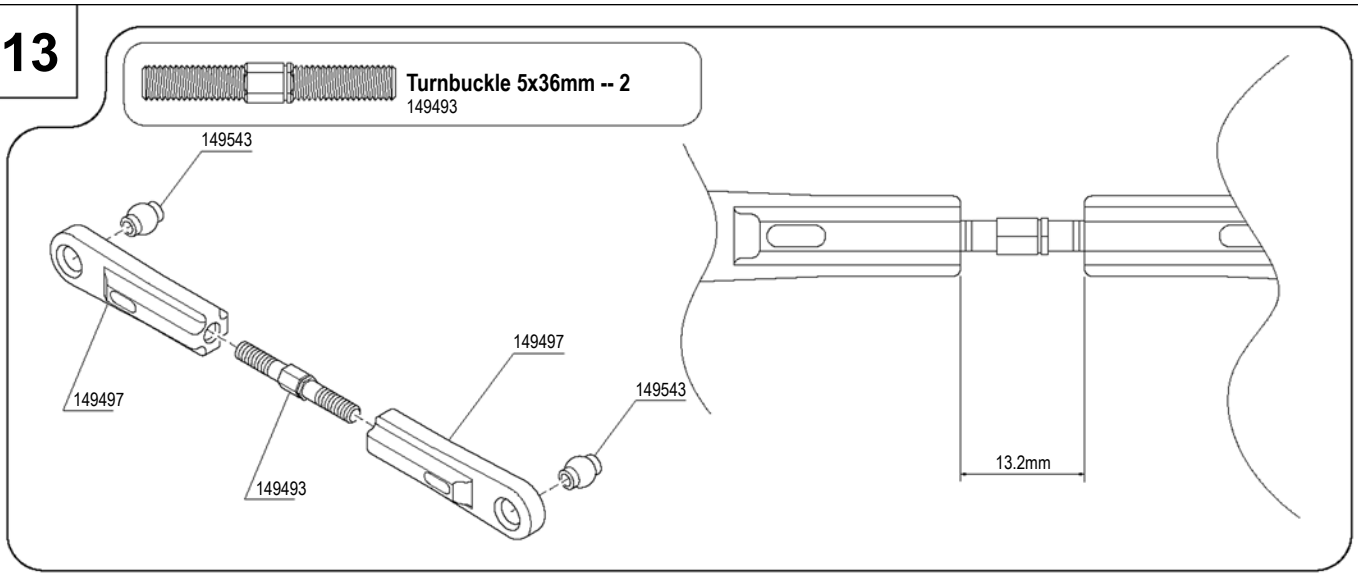
Cap Screw 3x25mm -- 4
148511



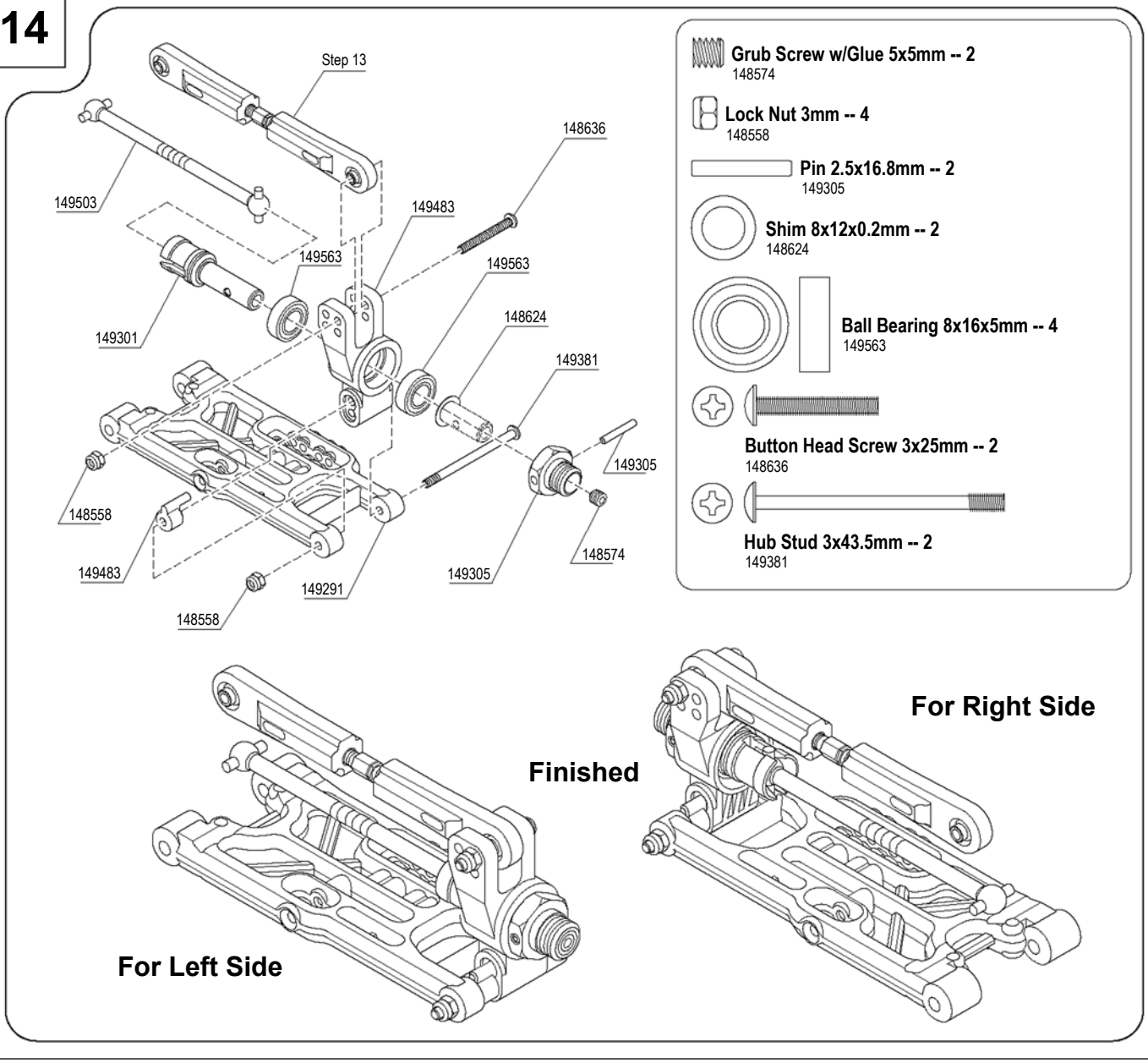
Cap Screw 4x45mm -- 1
148649

Cap Screw 4x50mm -- 1
148507

13


Turnbuckle 5x36mm -- 2
149493
149543
149497
149497
149543
149493
13.2mm

14


Step 13
148636
149503
149483
149563
149563
149301
148624
149381
149305
148558
149483
149291
149305
148574
148558
Grub Screw w/Glue 5x5mm -- 2
148574
Lock Nut 3mm -- 4
148558
Pin 2.5x16.8mm -- 2
149305
Shim 8x12x0.2mm -- 2
148624
Ball Bearing 8x16x5mm -- 4
149563
Button Head Screw 3x25mm -- 2
148636
Hub Stud 3x43.5mm -- 2
149381
Finished
For Right Side
For Left Side

15

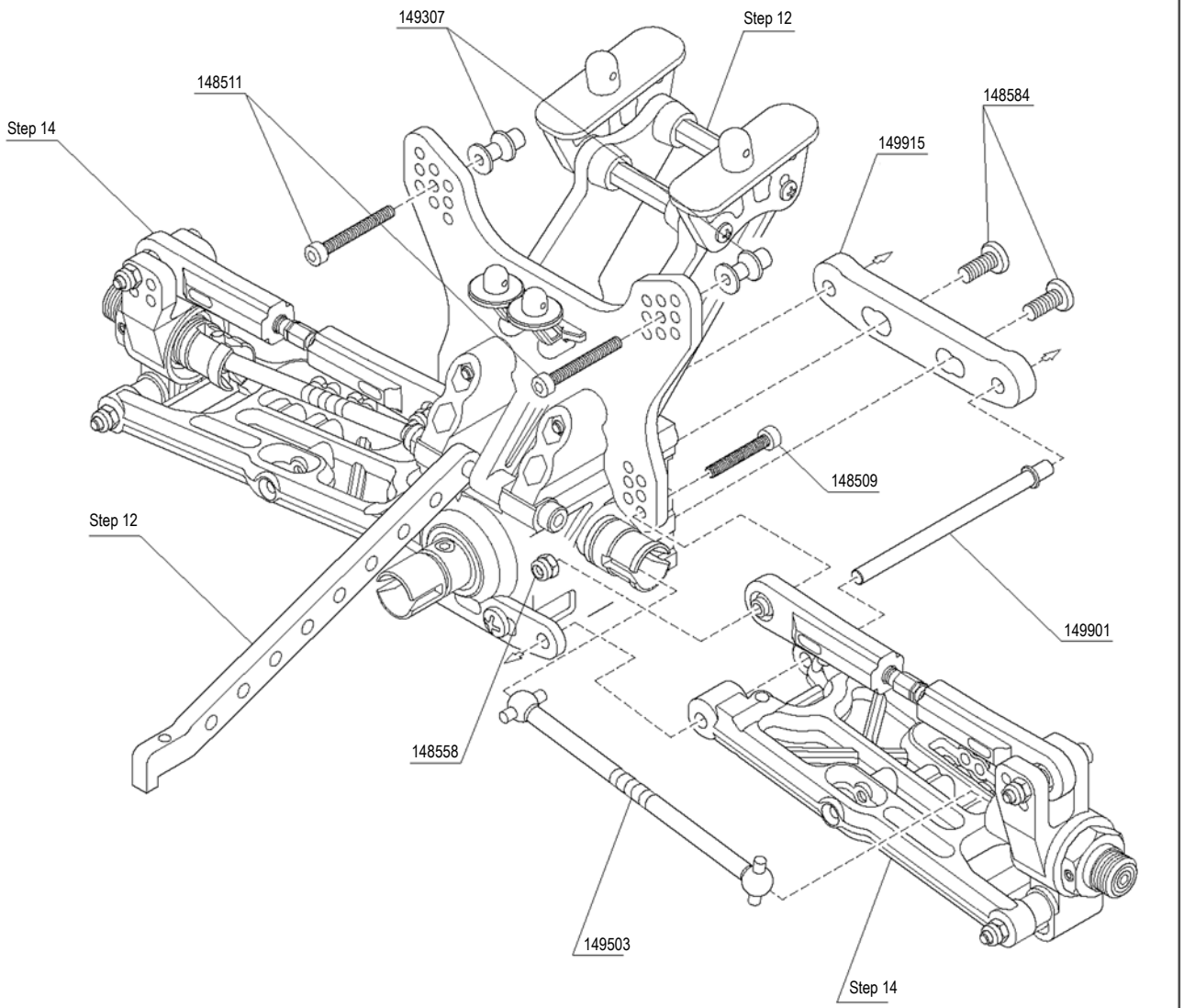
Lock Nut 3mm -- 2
148558

Tapping Screw 4x12mm -- 2
148584

Cap Screw 3x20mm -- 2
148509

Hinge Pin 4x67.2mm -- 2
149901

Cap Screw 3x25mm -- 2
148511



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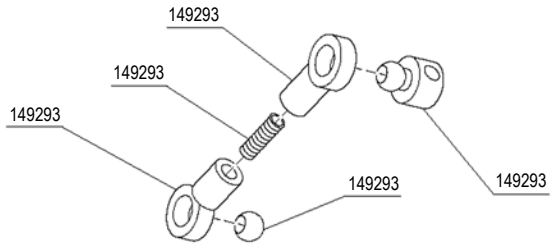


Threaded Stud 3x12mm -- 2
149293

For Left Side and Right Side x2

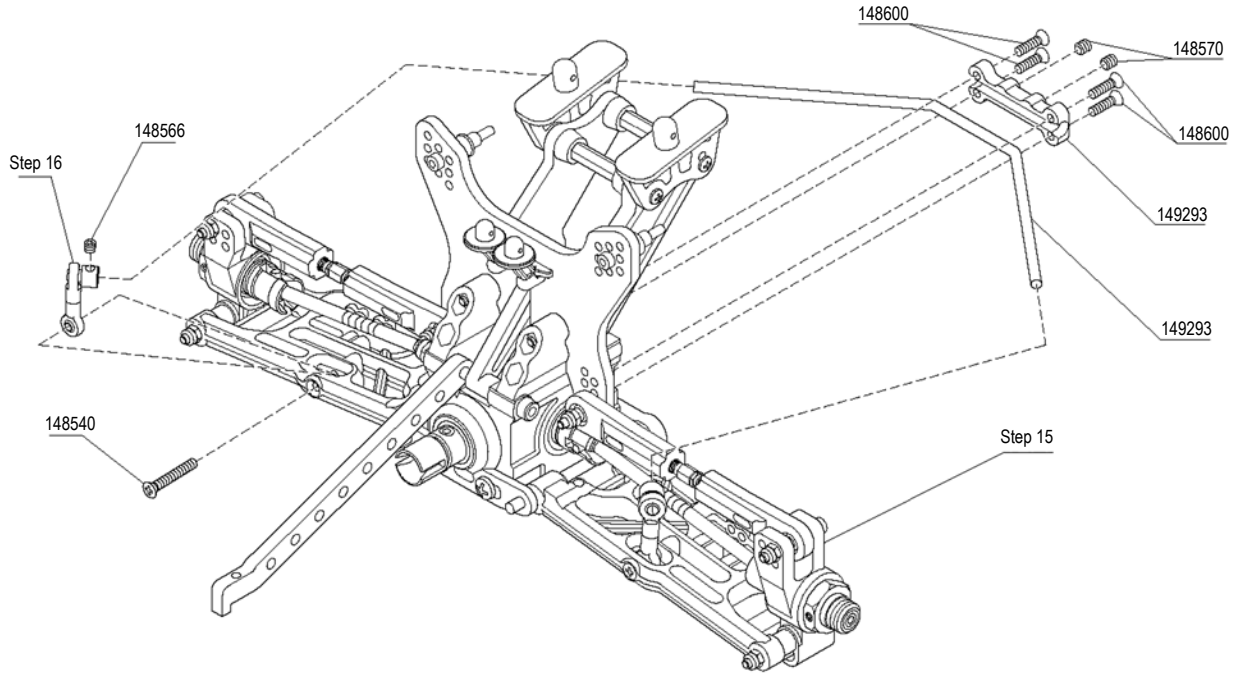
17

Grub Screw w/Glue 3x3mm -- 2
148566

Grub Screw 4x4mm -- 2
148570

F/H Tapping Screw 3x10mm -- 4
148600

F/H Screw 3x15mm -- 2
148540



18

Tapping Screw 2x10mm -- 4
148593

Brake Pin 3x10mm -- 4
149284

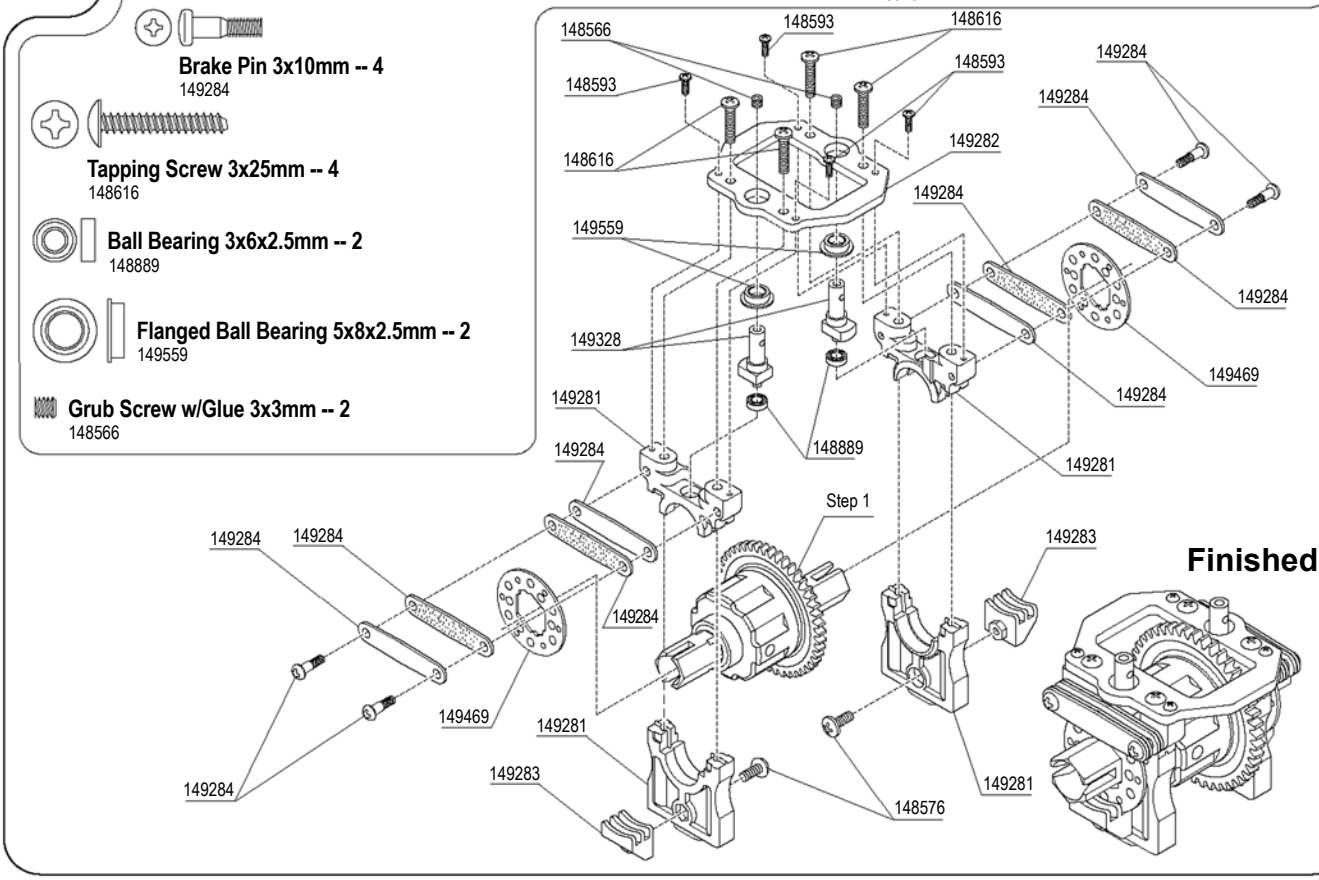
Tapping Screw 3x25mm -- 4
148616

Ball Bearing 3x6x2.5mm -- 2
148889

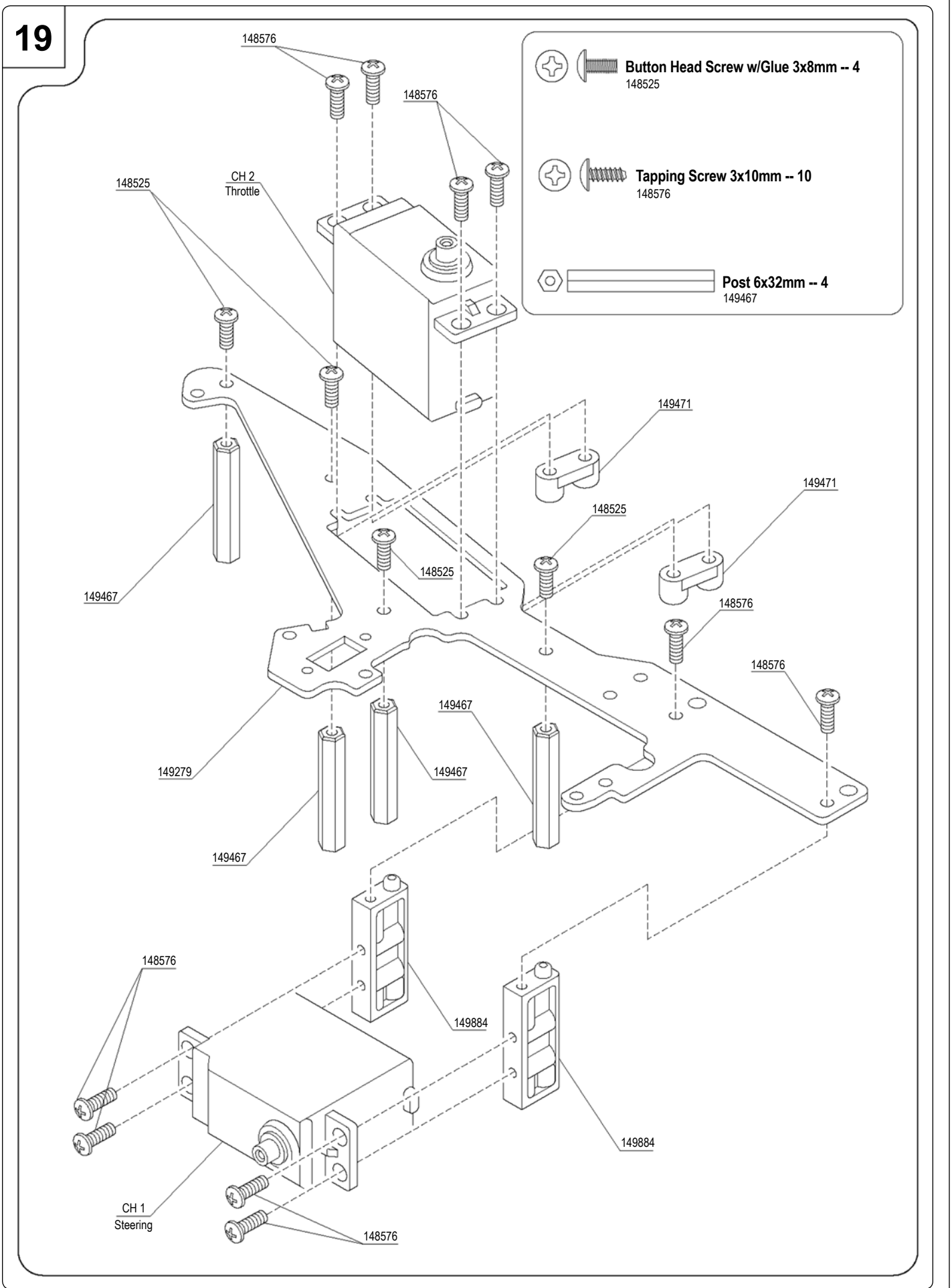
Flanged Ball Bearing 5x8x2.5mm -- 2
149559

Grub Screw w/Glue 3x3mm -- 2
148566

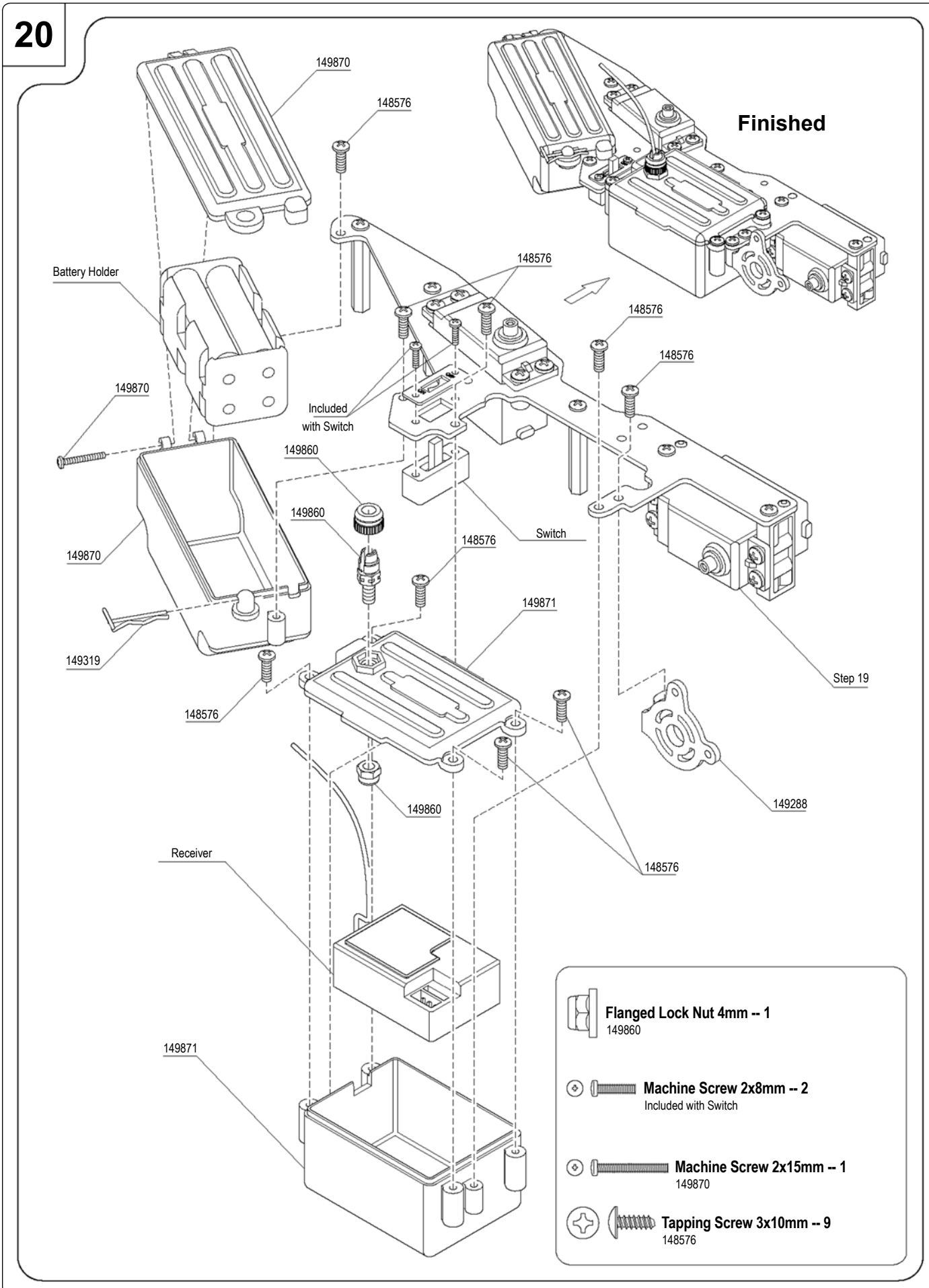
Tapping Screw 3x10mm -- 2
148576



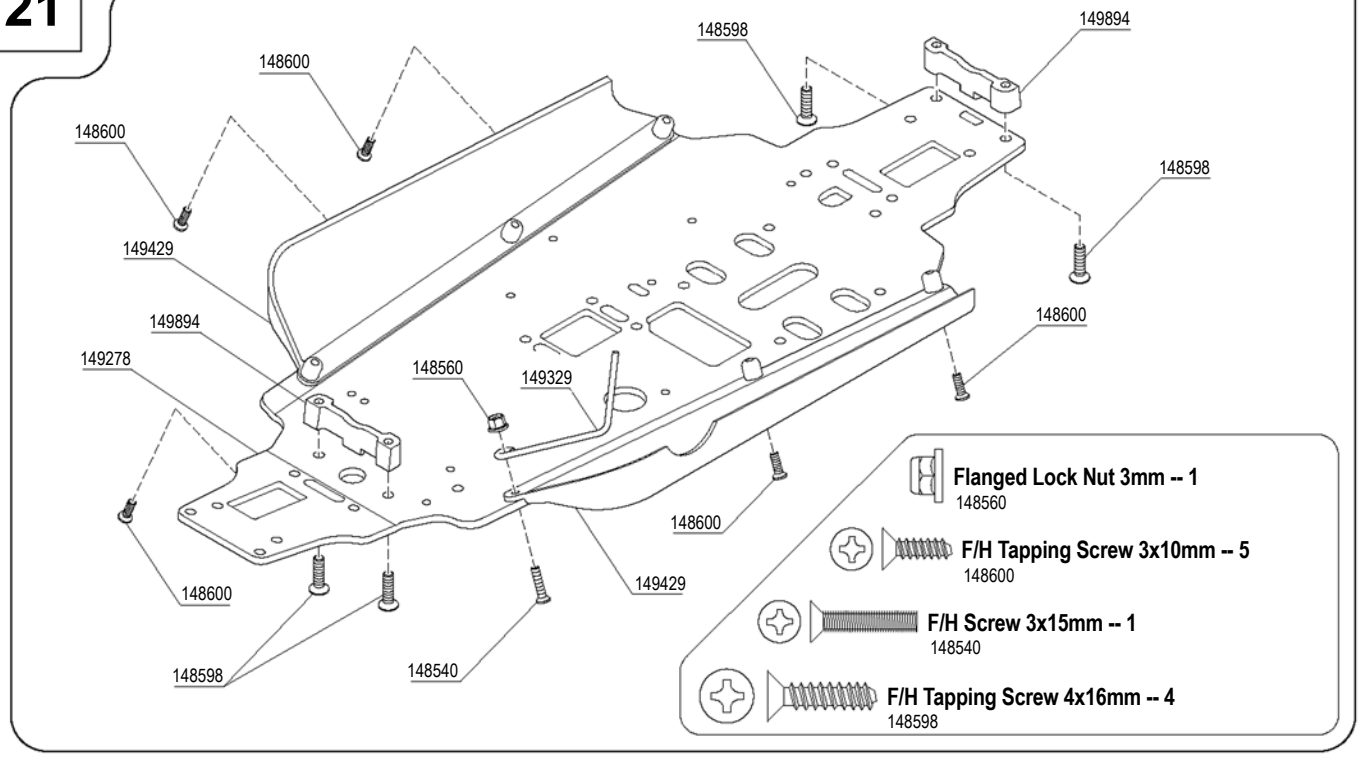
19


Button Head Screw w/Glue 3x8mm -- 4
148525
Tapping Screw 3x10mm -- 10
148576
Post 6x32mm -- 4
149467
148576
148576
148525
CH 2
Throttle
149471
149471
148525
148525
149467
148576
148576
149467
149279
149467
149467
148576
149884
149884
CH 1
Steering
148576

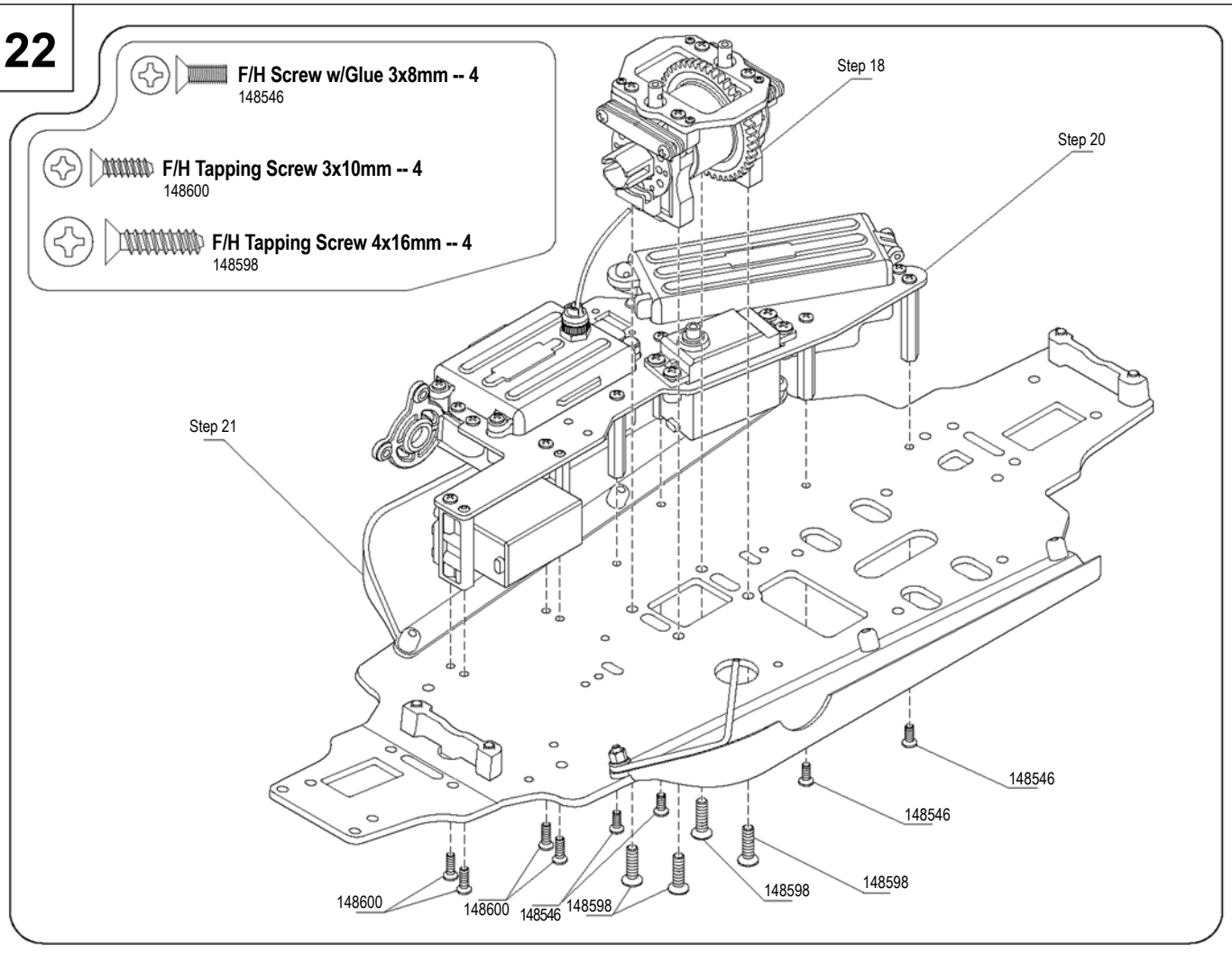
20


Finished
149870
148576
Battery Holder
148576
148576
148576
149870
Included
with Switch
149860
149860
Switch
148576
149870
149871
149319
Step 19
148576
149860
149288
148576
Receiver
149871
Flanged Lock Nut 4mm -- 1
149860
Machine Screw 2x8mm -- 2
Included with Switch
Machine Screw 2x15mm -- 1
149870
Tapping Screw 3x10mm -- 9
148576

21


148598
149894
148600
148600
148598
149429
149894
148600
149278
148560
149329
148600
148600
149429
148598
148540
Flanged Lock Nut 3mm -- 1
148560
F/H Tapping Screw 3x10mm -- 5
148600
F/H Screw 3x15mm -- 1
148540
F/H Tapping Screw 4x16mm -- 4
148598

22


F/H Screw w/Glue 3x8mm -- 4
148546
F/H Tapping Screw 3x10mm -- 4
148600
F/H Tapping Screw 4x16mm -- 4
148598
Step 18
Step 20
Step 21
148546
148546
148598
148598
148600
148600
148546
148598

23

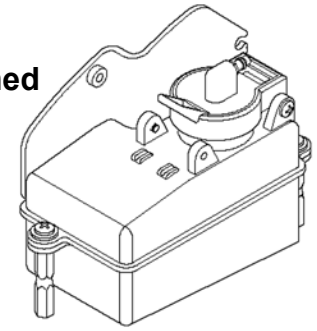
Washer 3x8x1mm -- 2
148620

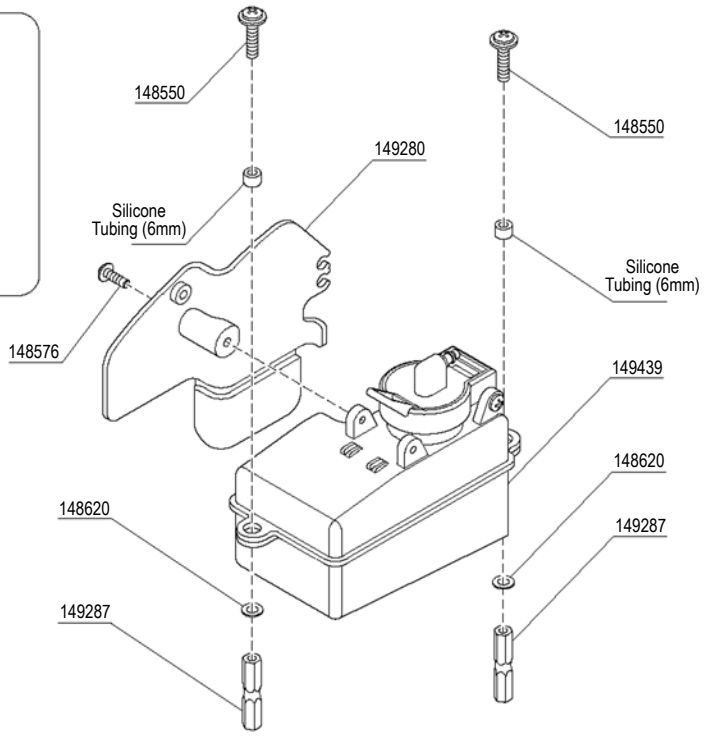
Tapping Screw 3x10mm -- 1
148576

Washer-Head Screw w/Glue 3x10mm -- 2
148550

Post 6x27.5mm -- 2
149287

Finished

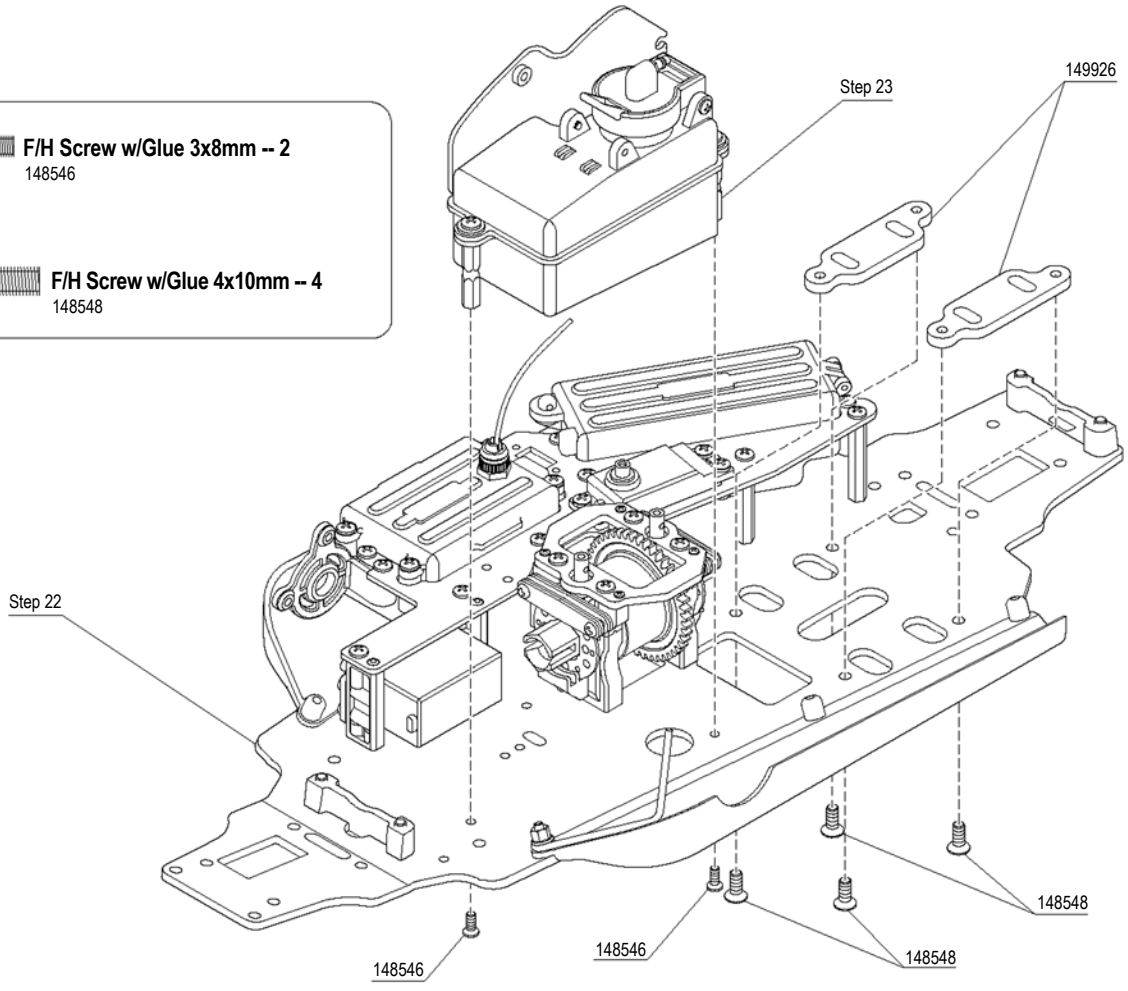




24

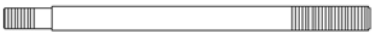
F/H Screw w/Glue 3x8mm -- 2
148546

F/H Screw w/Glue 4x10mm -- 4
148548



25

Lock Nut 2.6mm -- 4
149345 / 149361



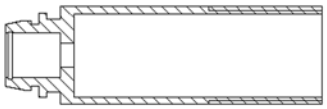
Shock Shaft 3x52mm -- 2
149345

Washer 2.5x5.9x0.5mm -- 4
149345 / 149361

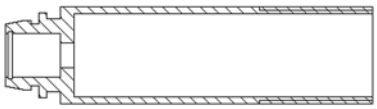
Shock Shaft 3x61mm -- 2
149361

O-Ring 3mm -- 8
149357

Plastic Washer 3x6.3x1.8mm -- 4
149357

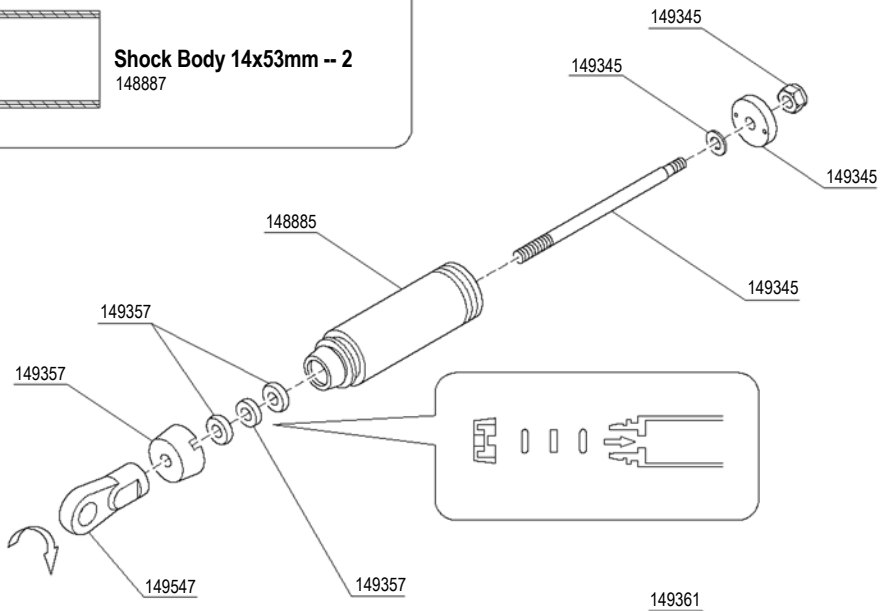


Shock Body 14x45mm -- 2
148885

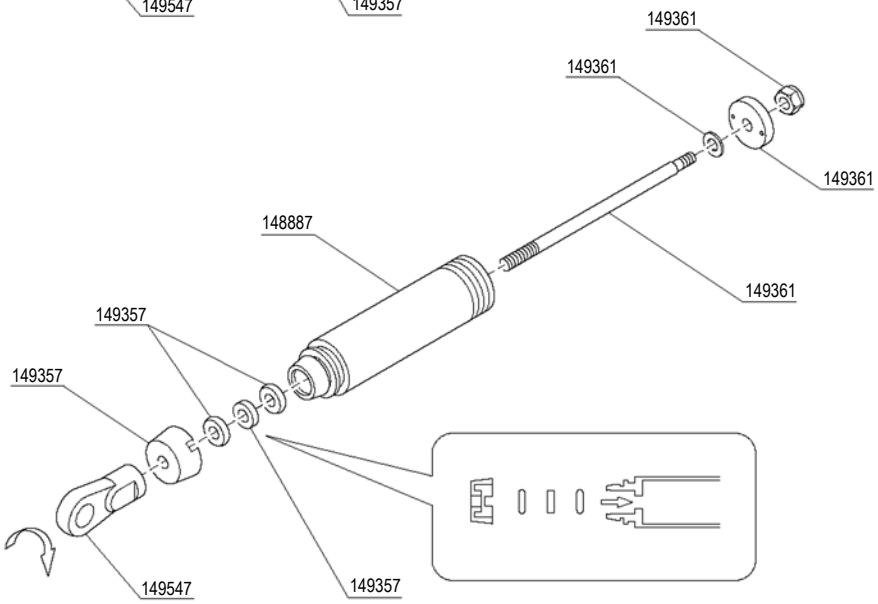


Shock Body 14x53mm -- 2
148887

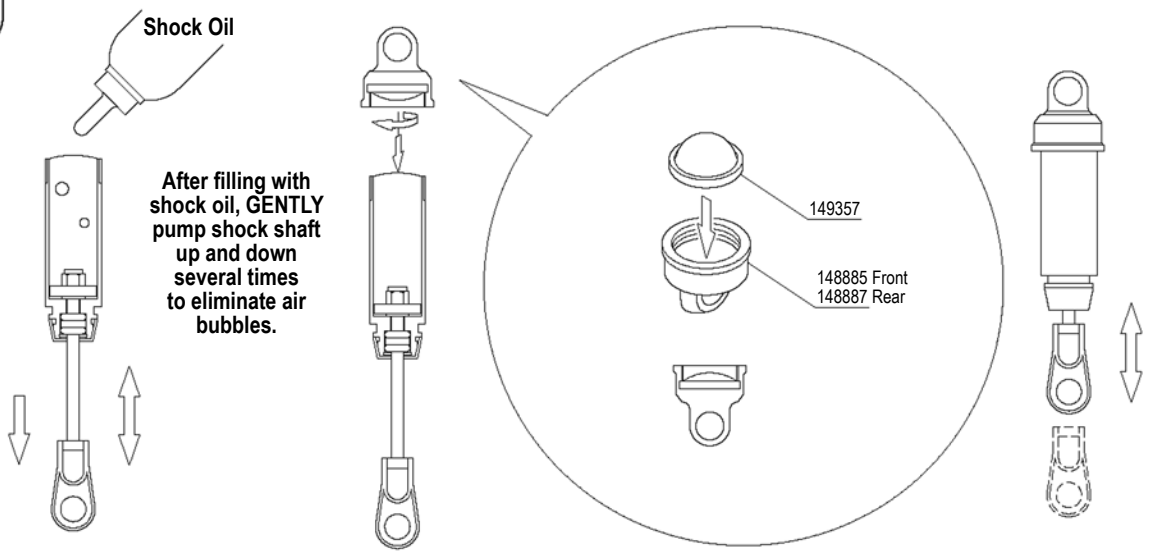
For Front x2



For Rear x2

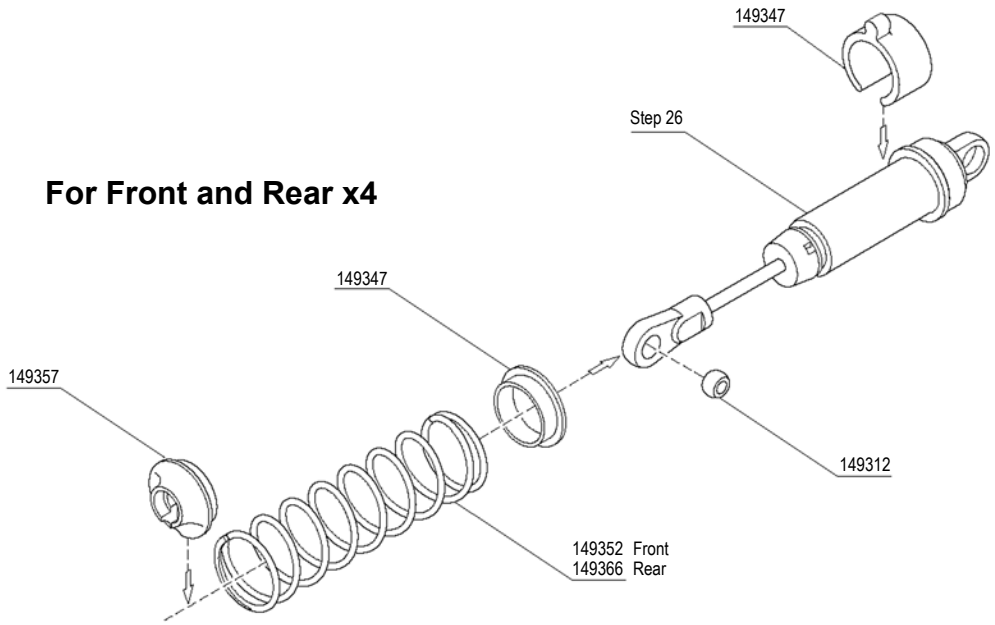


26

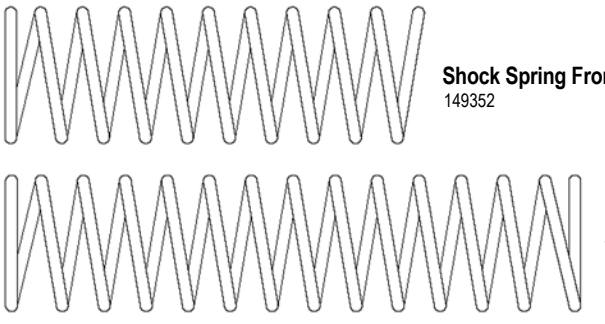

Shock Oil
After filling with shock oil, GENTLY pump shock shaft up and down several times to eliminate air bubbles.
149357
148885 Front
148887 Rear

For Front and Rear x4

27



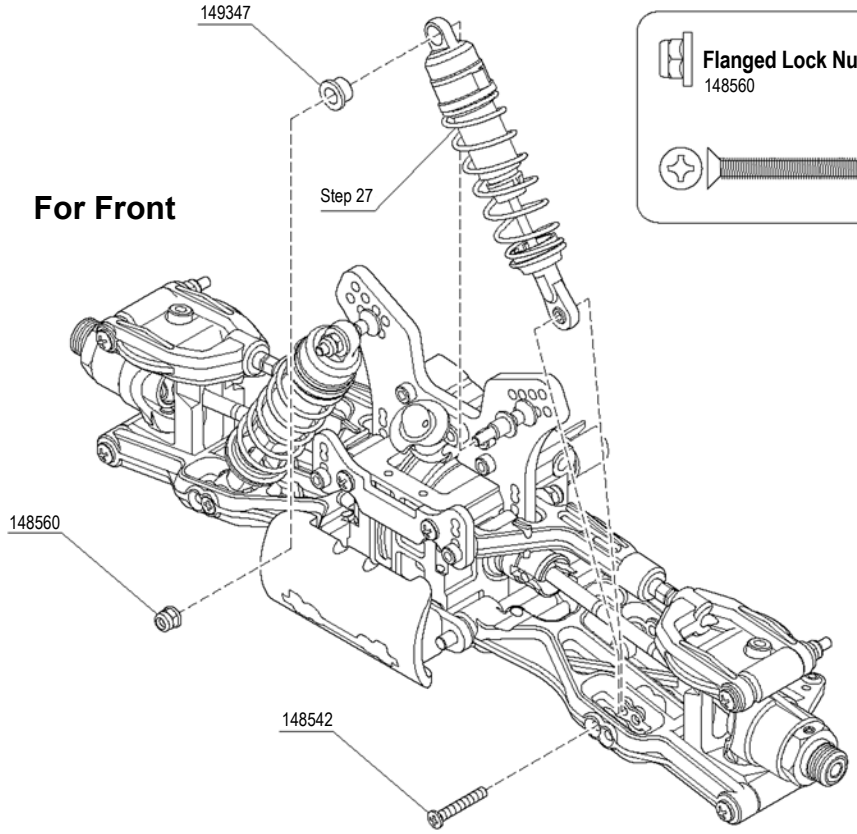
For Front and Rear x4



Shock Spring Front 58x1.5mm -- 2
149352

Shock Spring Rear 80.5x1.5mm -- 2
149366

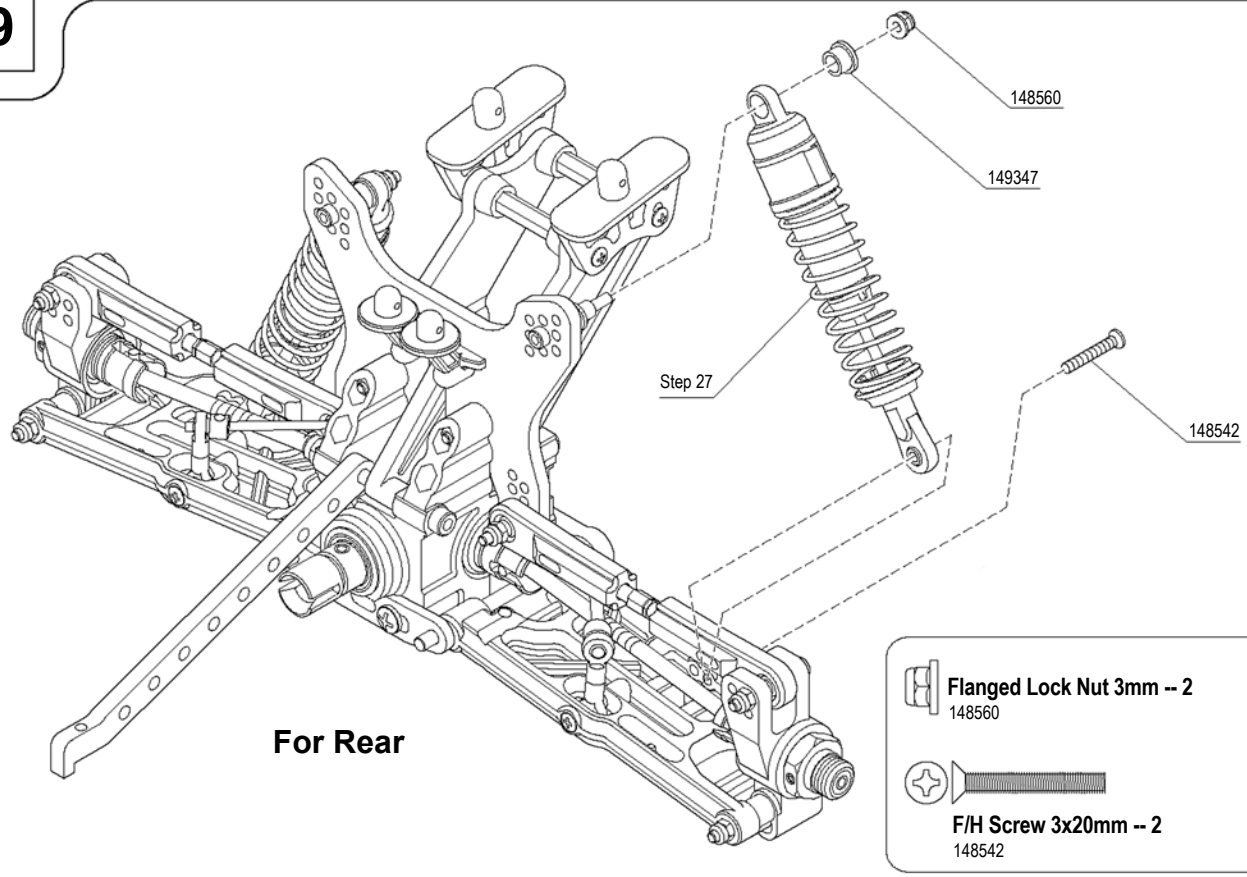
28



Flanged Lock Nut 3mm -- 2
148560

F/H Screw 3x20mm -- 2
148542

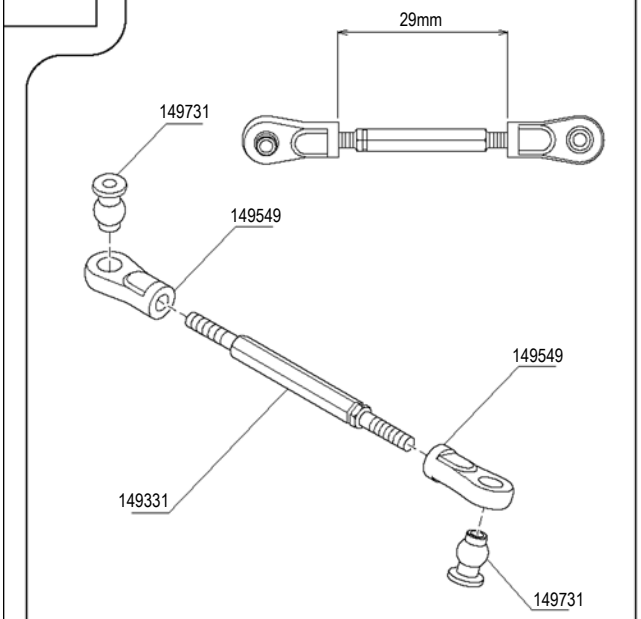
29



Flanged Lock Nut 3mm -- 2
148560

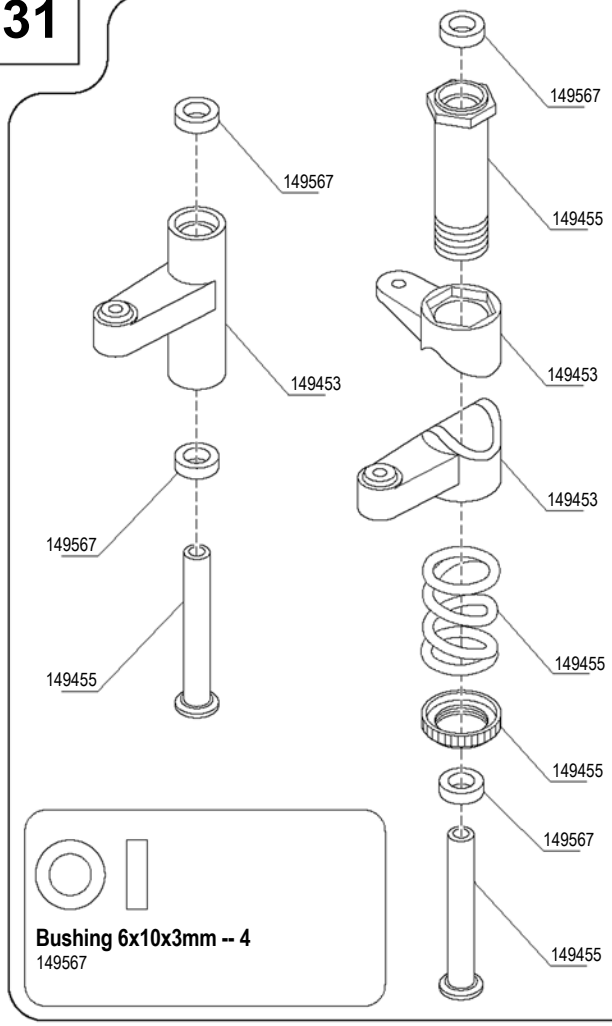
F/H Screw 3x20mm -- 2
148542

30



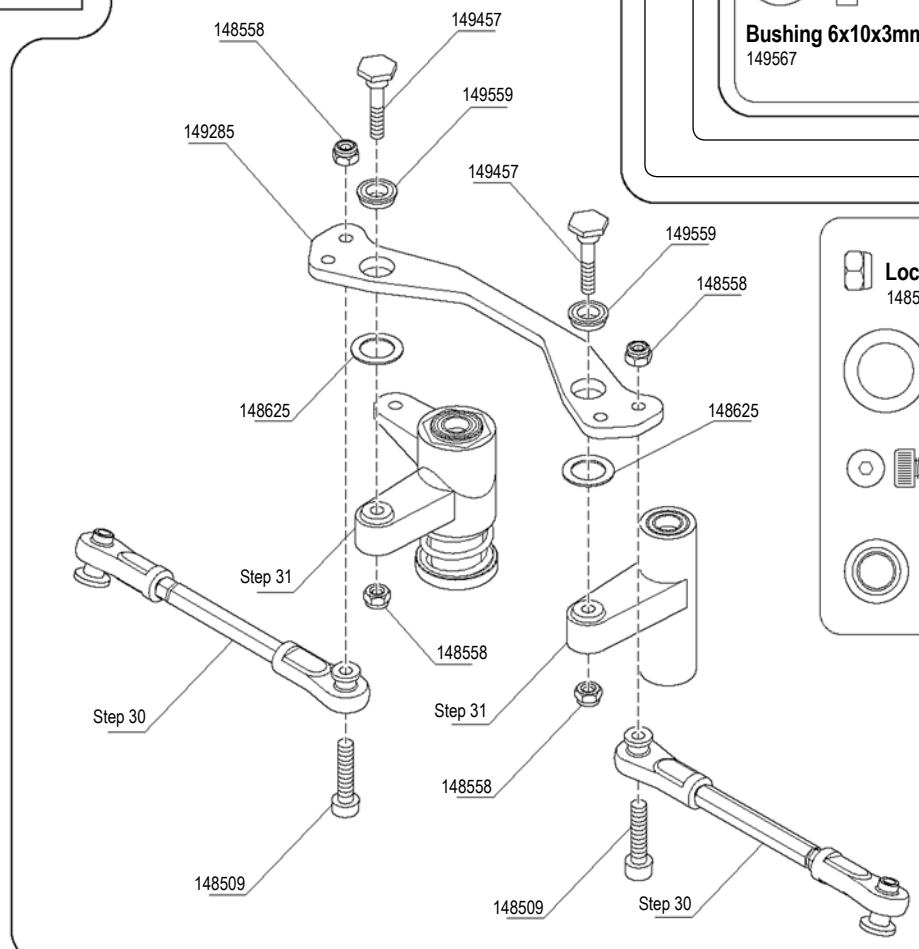
For Right Side and Left Side x2

31



Bushing 6x10x3mm -- 4
149567

32



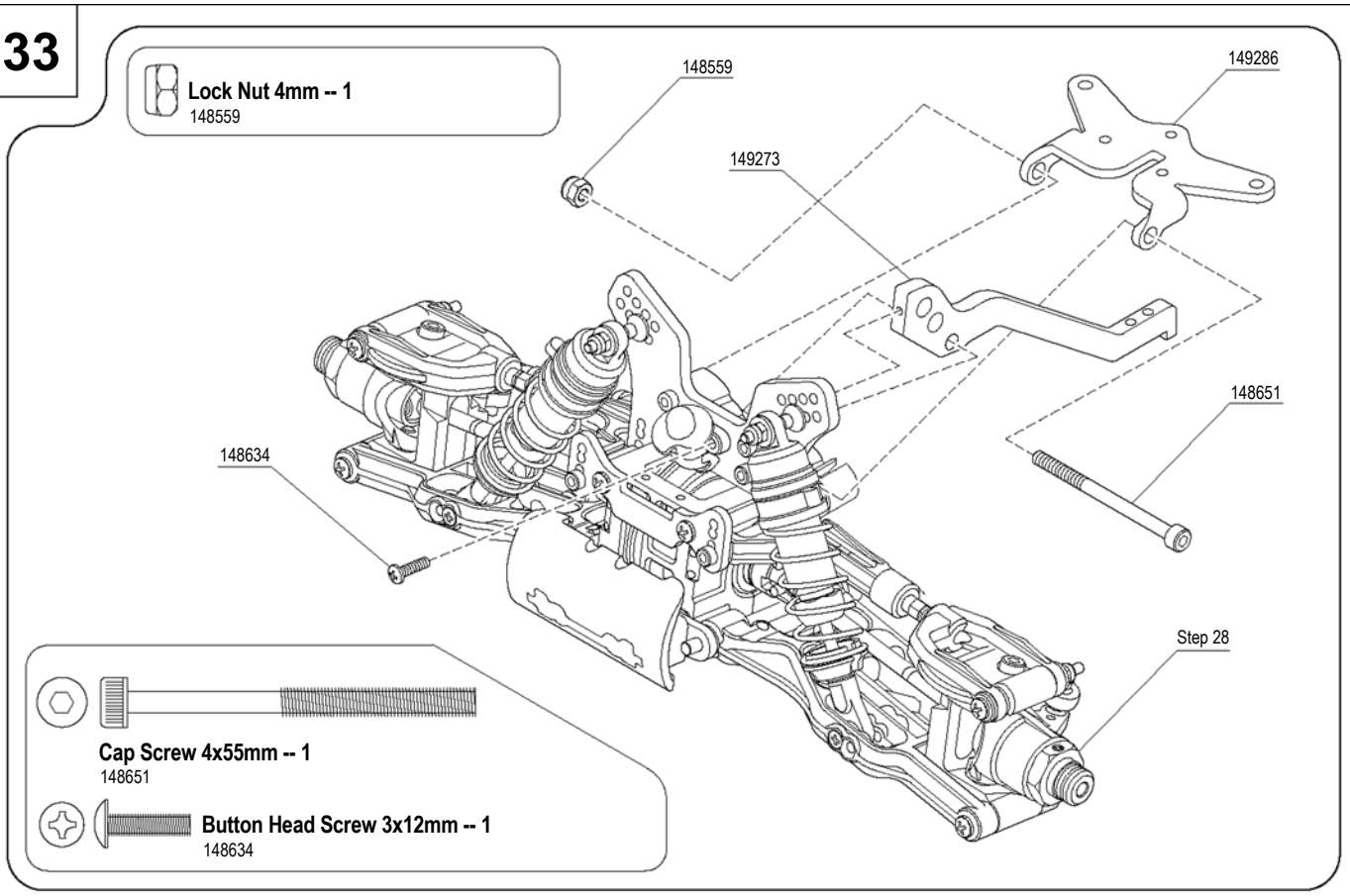
Lock Nut 3mm -- 4
148558

Shim 8x12x0.8mm -- 2
148625

Cap Screw 3x20mm -- 2
148509

Flanged Ball Bearing 5x8x2.5mm -- 2
149559

33

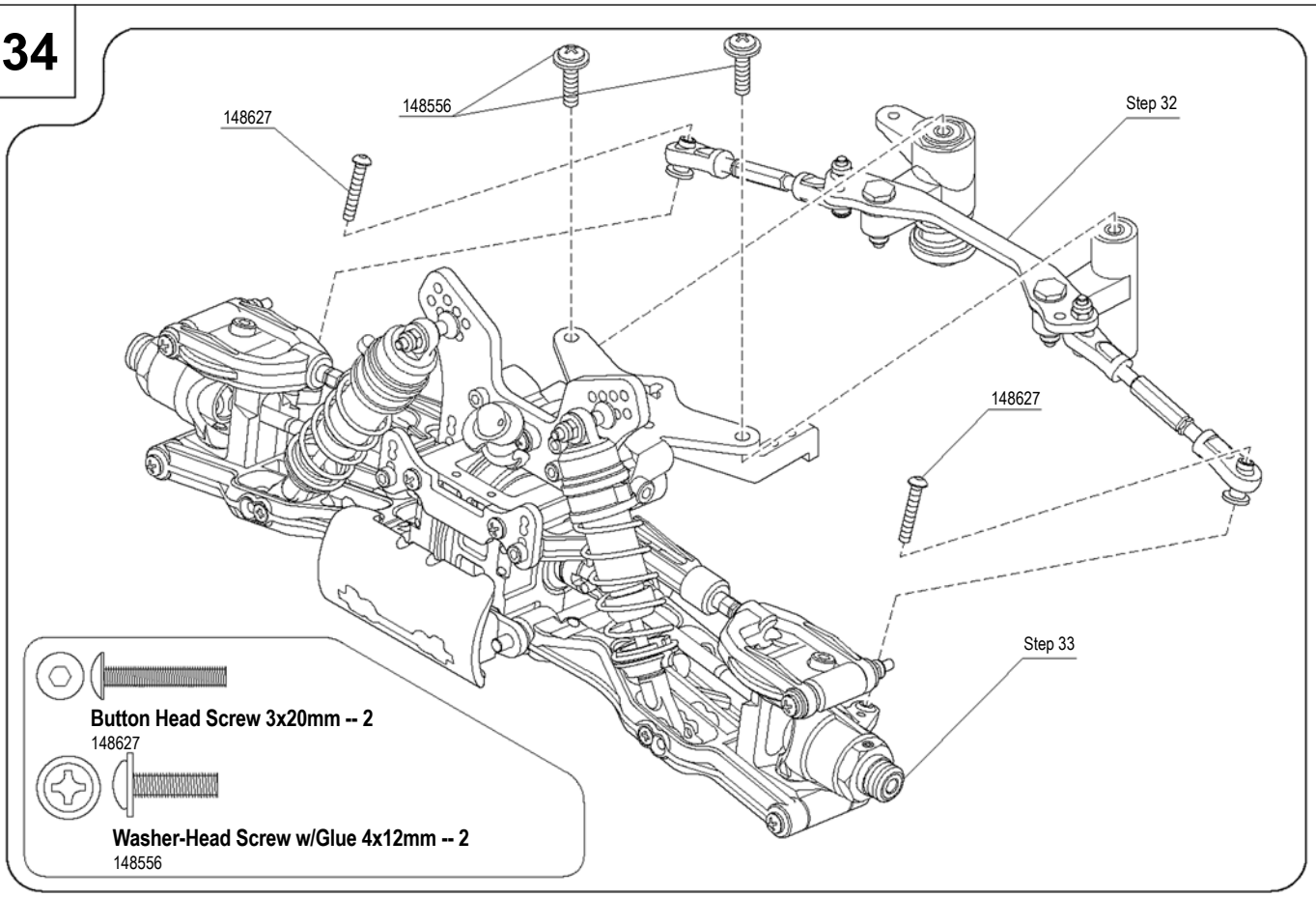


Lock Nut 4mm -- 1
148559

Cap Screw 4x55mm -- 1
148651

Button Head Screw 3x12mm -- 1
148634

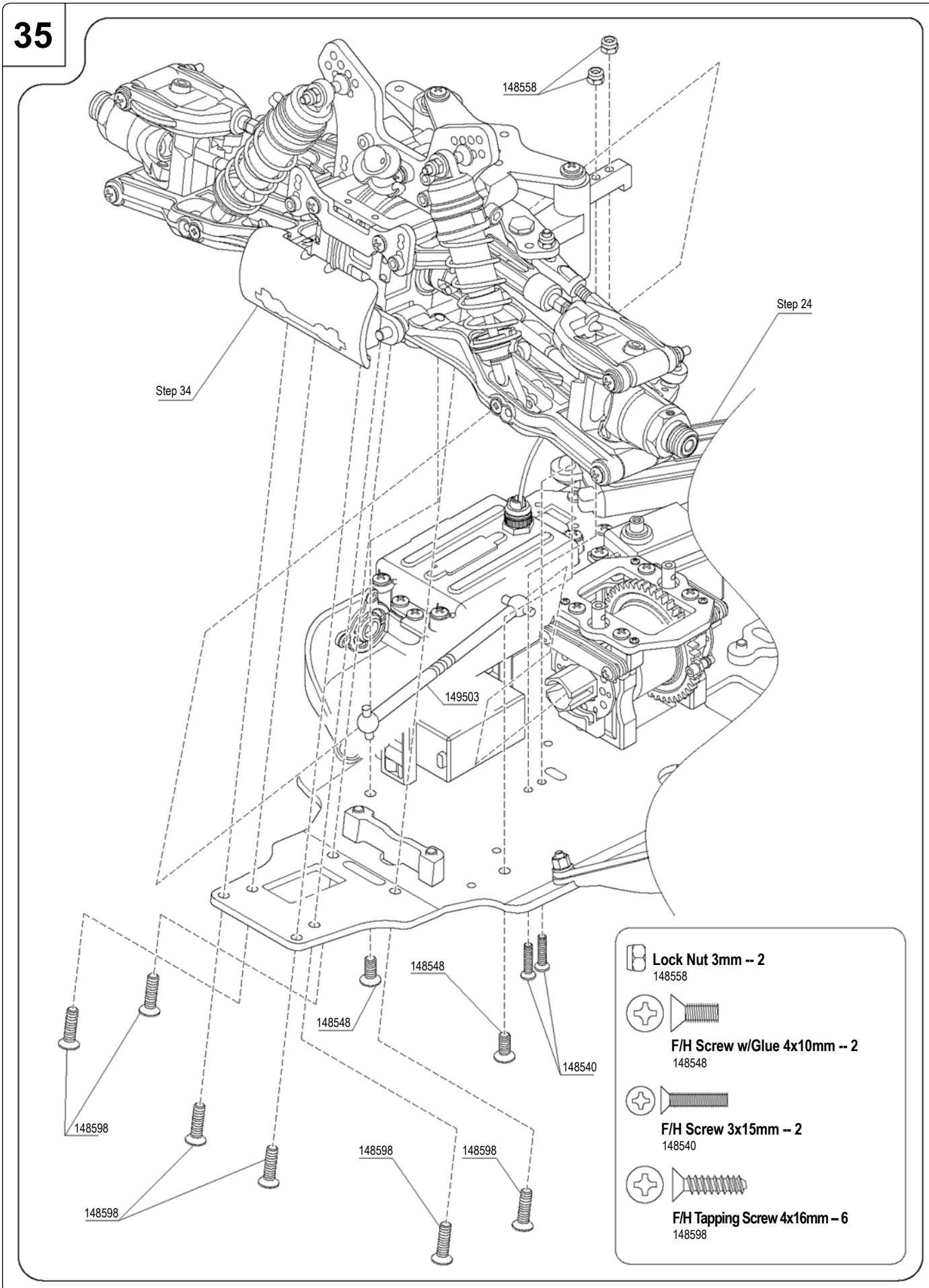
34



Button Head Screw 3x20mm -- 2
148627

Washer-Head Screw w/Glue 4x12mm -- 2
148556

35



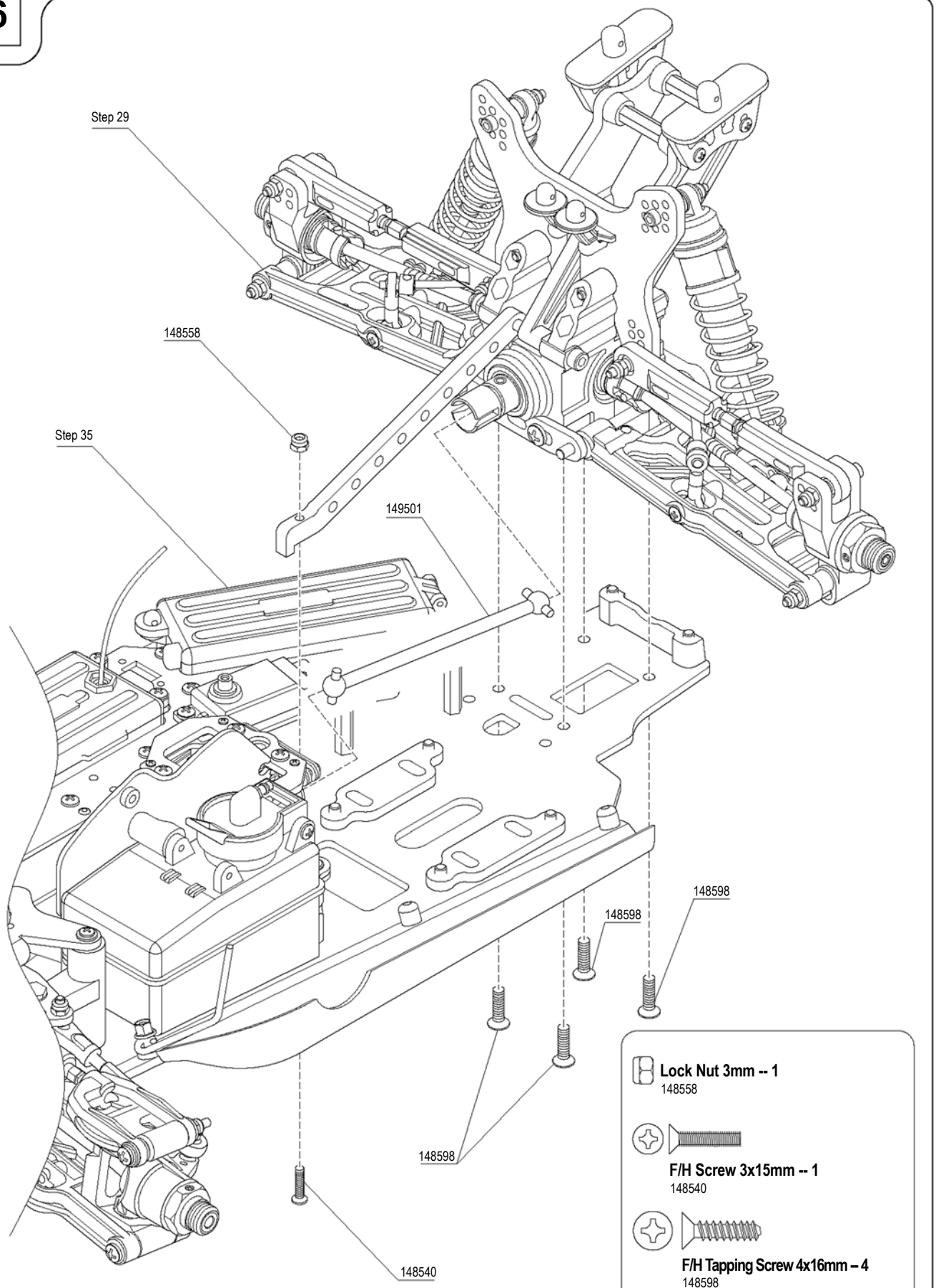
Lock Nut 3mm -- 2
148558

F/H Screw w/Glue 4x10mm -- 2
148548

F/H Screw 3x15mm -- 2
148540

F/H Tapping Screw 4x16mm – 6
148598

36



Lock Nut 3mm -- 1
148558

F/H Screw 3x15mm -- 1
148540

F/H Tapping Screw 4x16mm – 4
148598

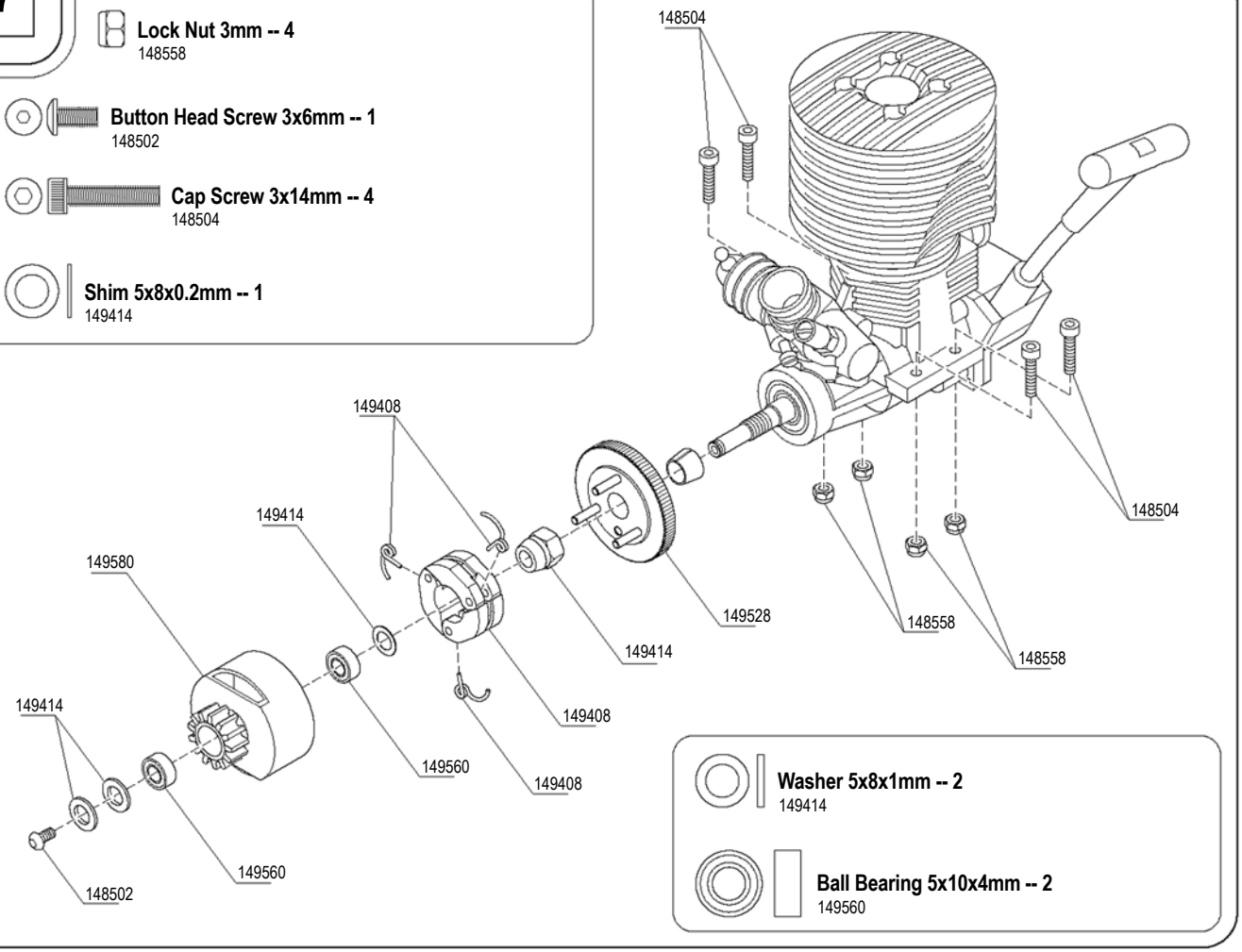
37

Lock Nut 3mm -- 4
148558

Button Head Screw 3x6mm -- 1
148502

Cap Screw 3x14mm -- 4
148504

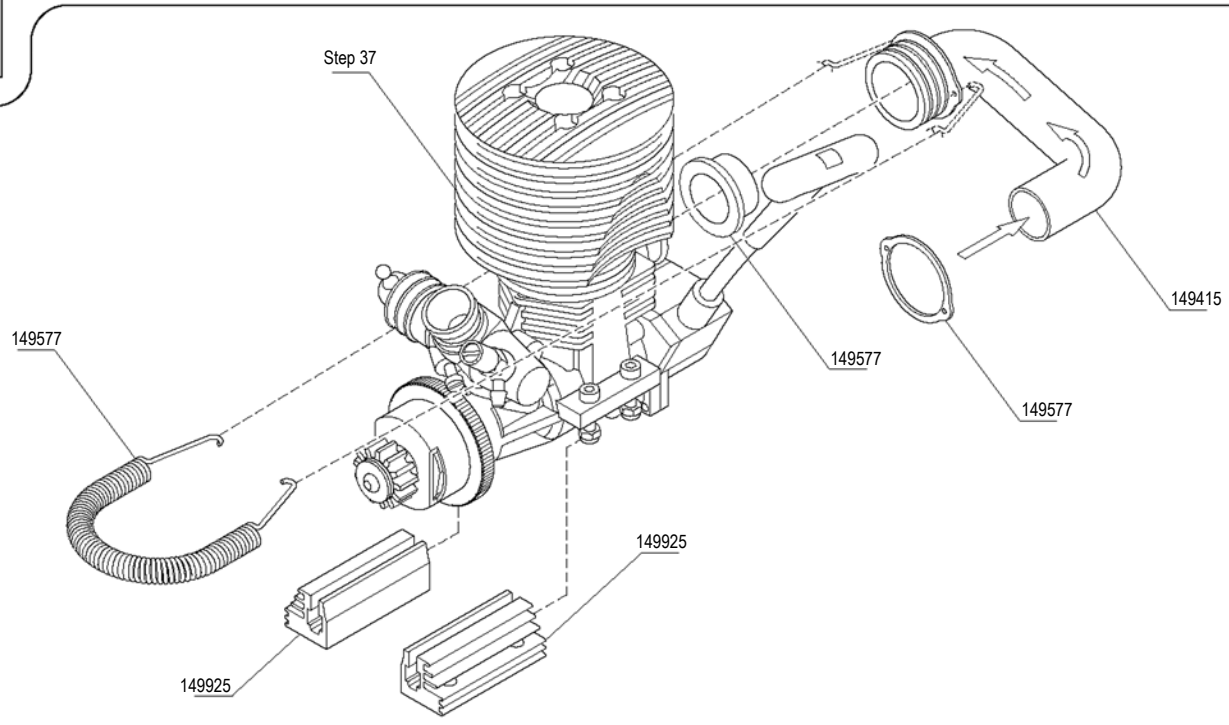
Shim 5x8x0.2mm -- 1
149414



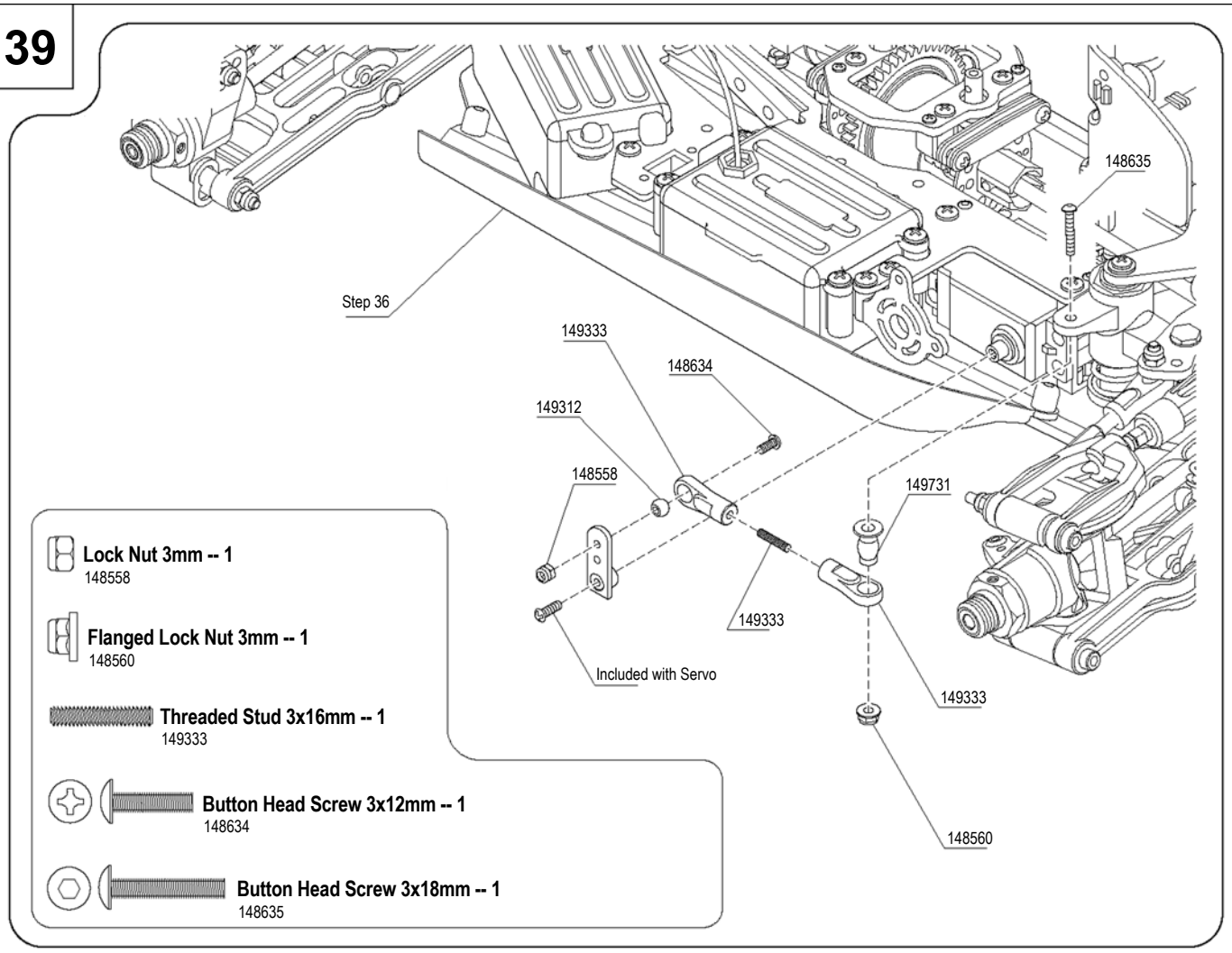
Washer 5x8x1mm -- 2
149414

Ball Bearing 5x10x4mm -- 2
149560

38



39



Lock Nut 3mm -- 1
148558

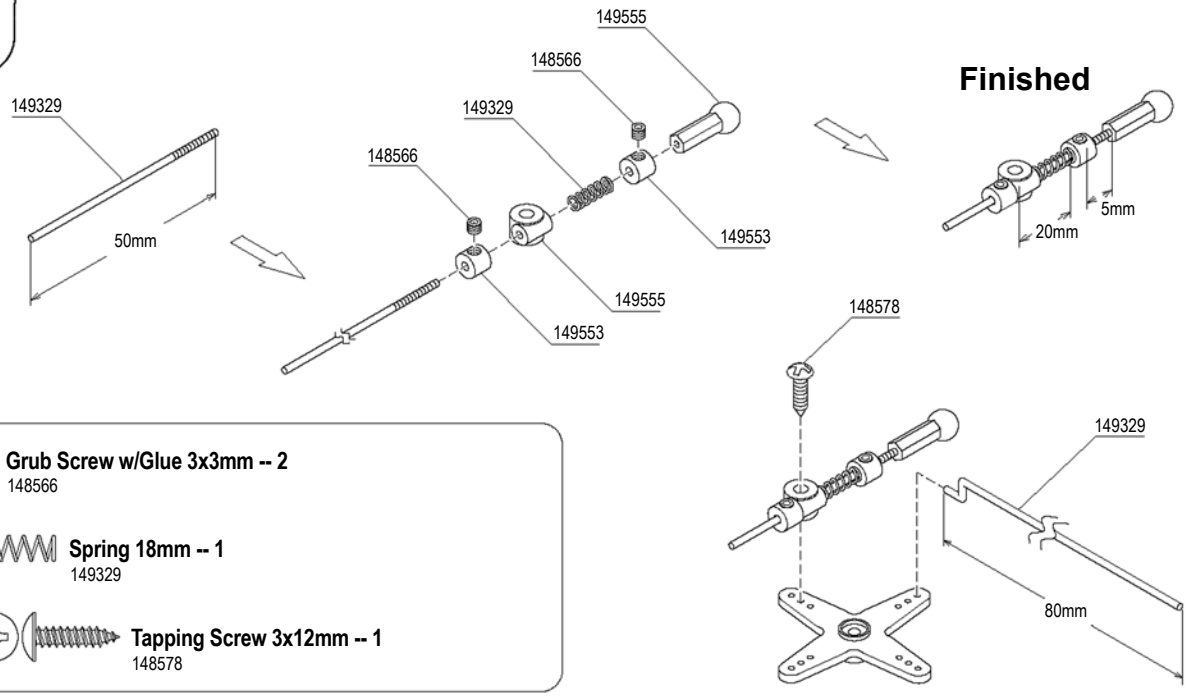
Flanged Lock Nut 3mm -- 1
148560

Threaded Stud 3x16mm -- 1
149333

Button Head Screw 3x12mm -- 1
148634

Button Head Screw 3x18mm -- 1
148635

40

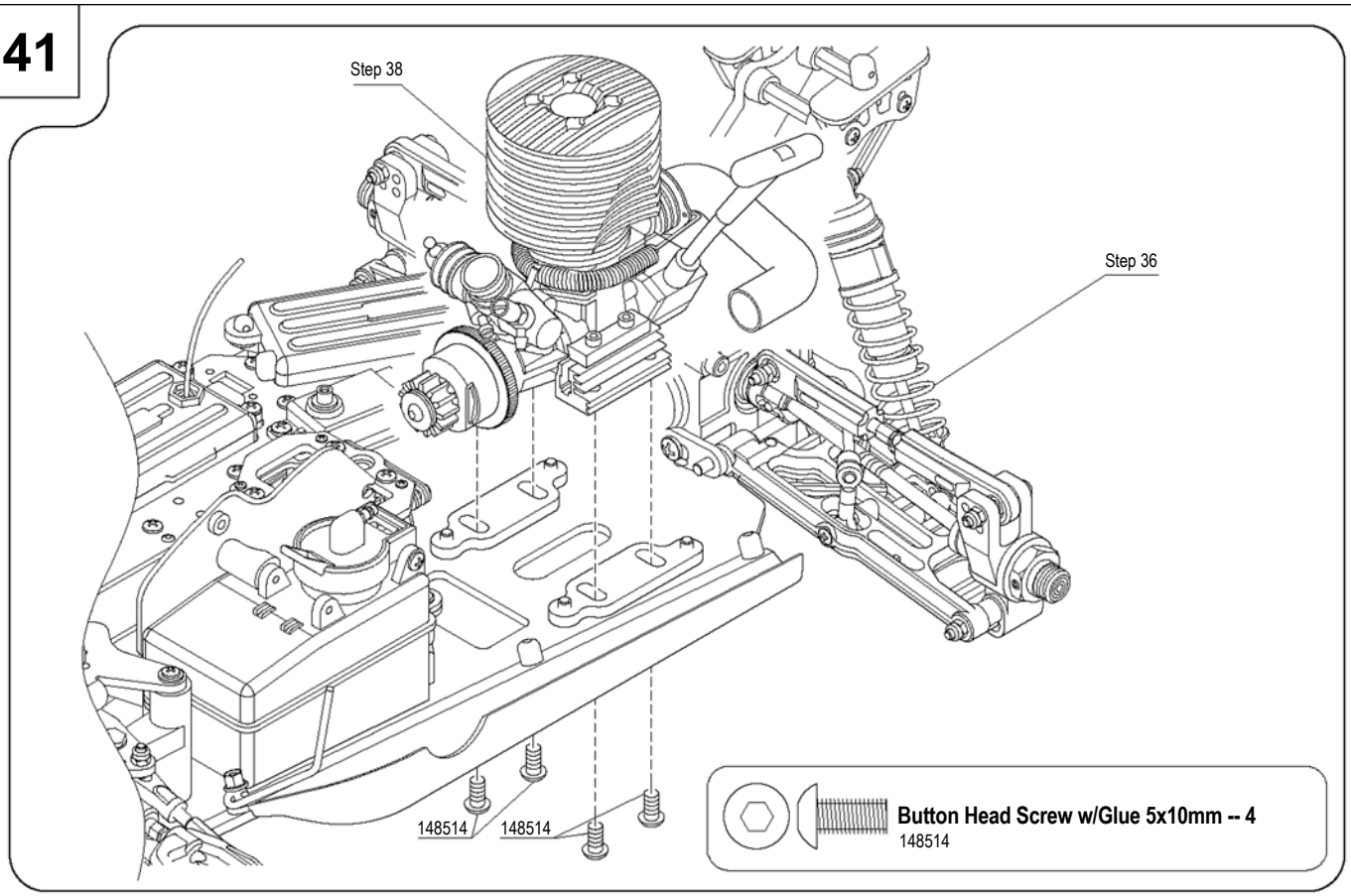


Grub Screw w/Glue 3x3mm -- 2
148566

Spring 18mm -- 1
149329

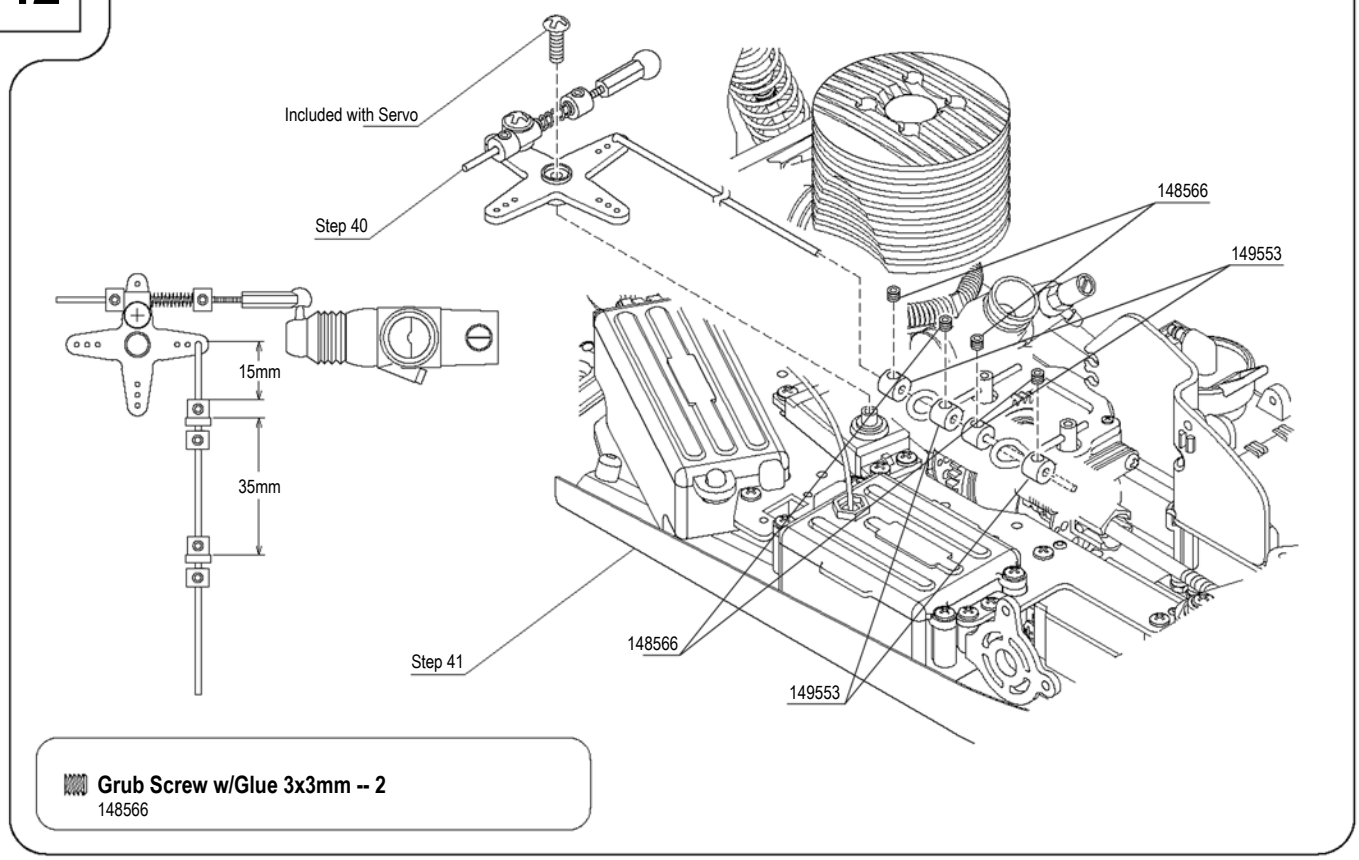
Tapping Screw 3x12mm -- 1
148578

41



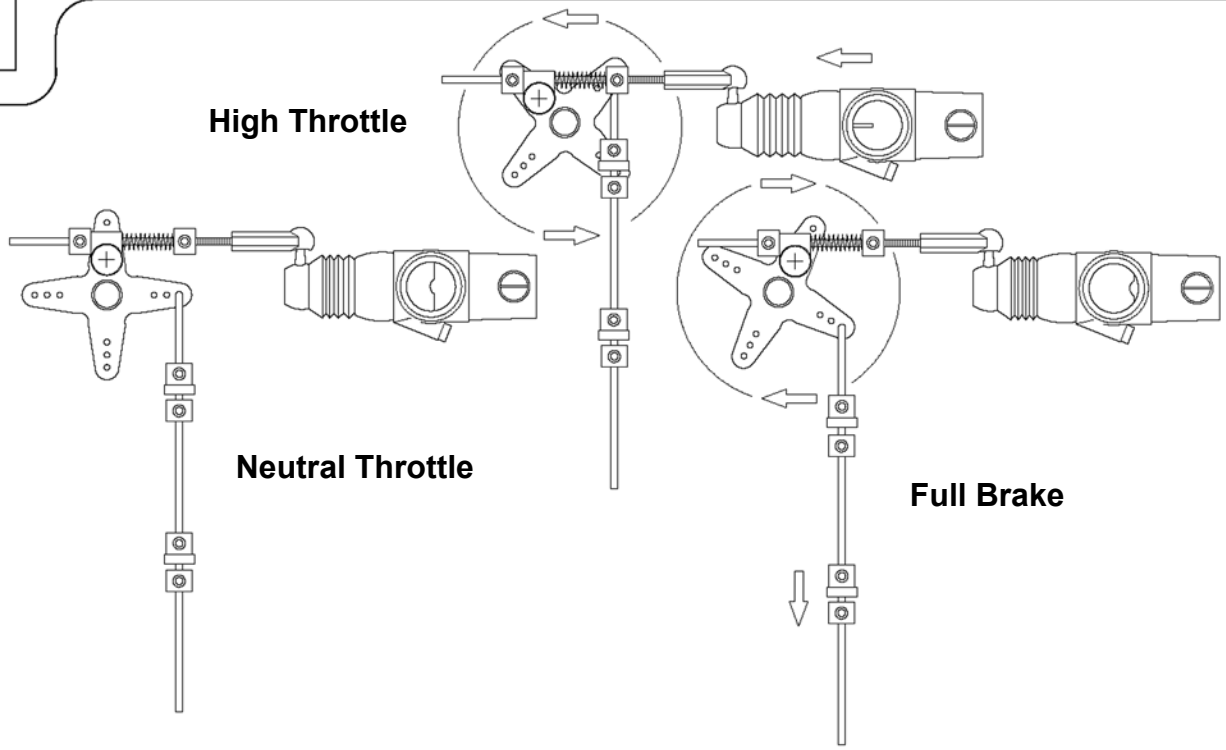
Button Head Screw w/Glue 5x10mm -- 4
148514

42



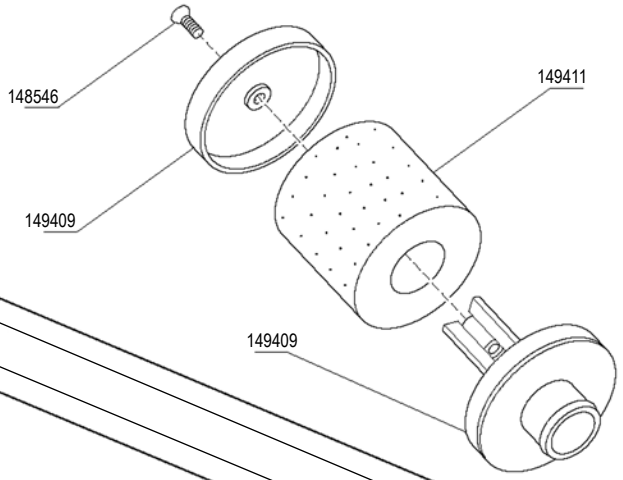
Grub Screw w/Glue 3x3mm -- 2
148566

43



44

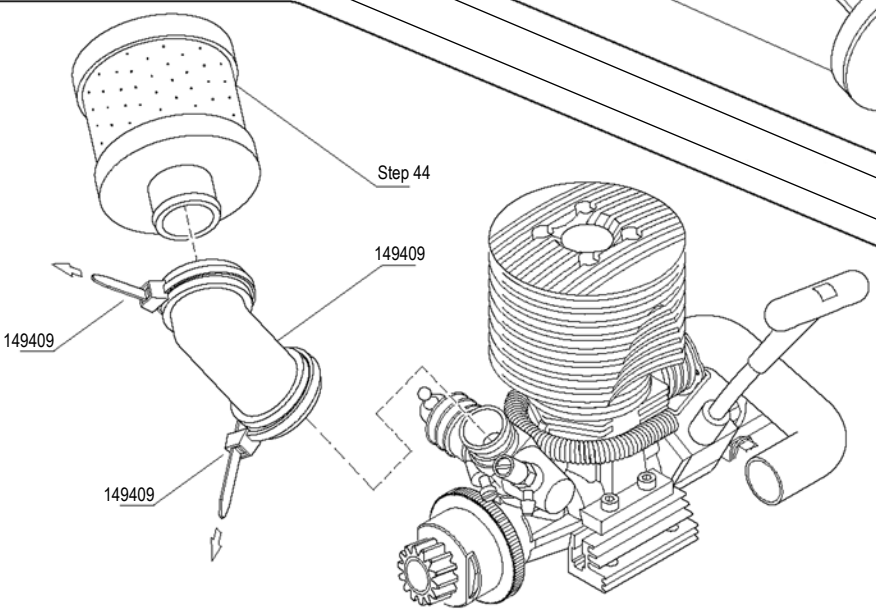
F/H Screw w/Glue 3x8mm -- 1
148546



45

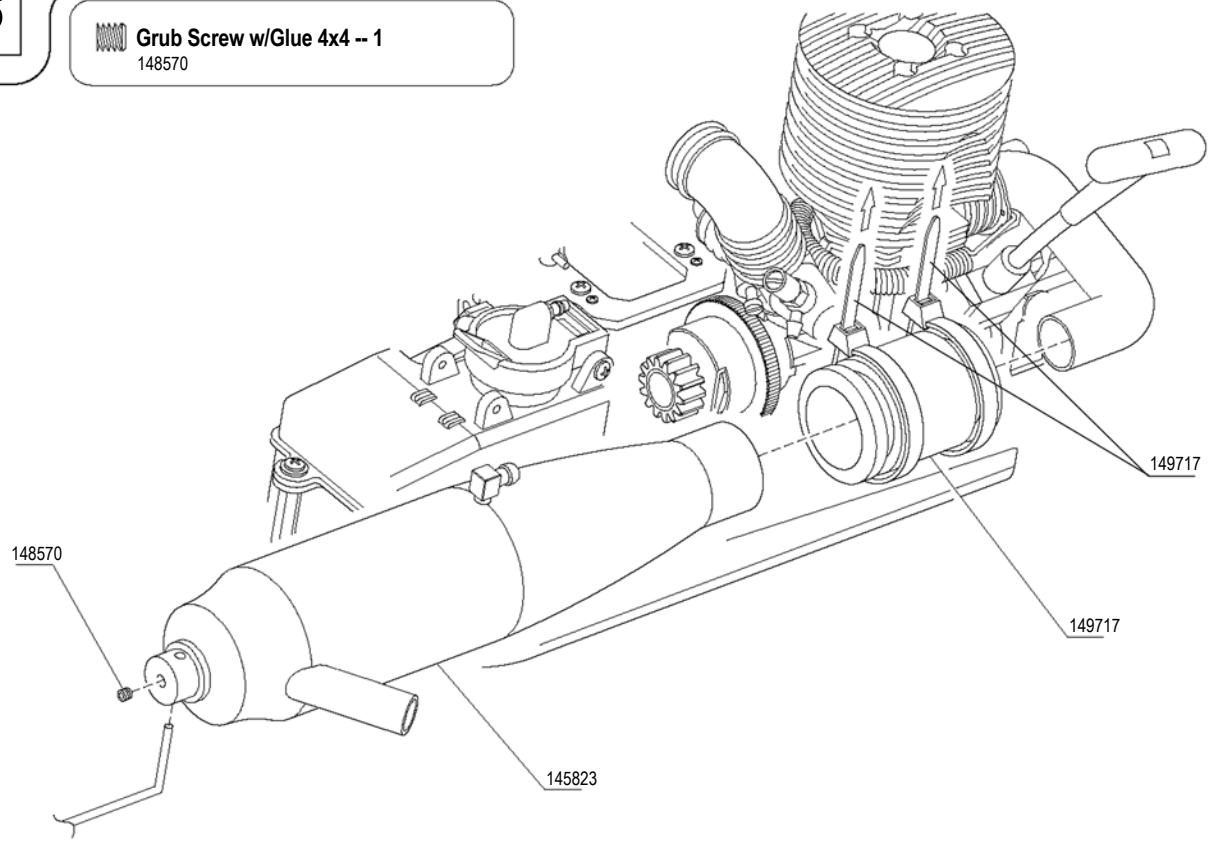
149571

(Not Included)

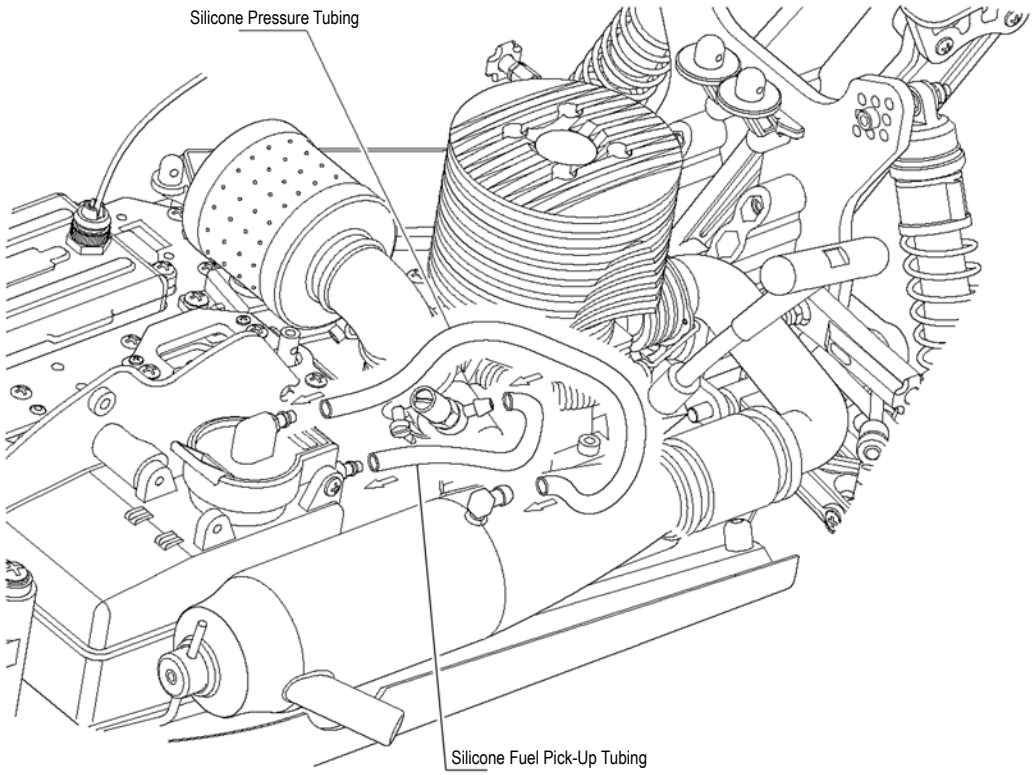


46

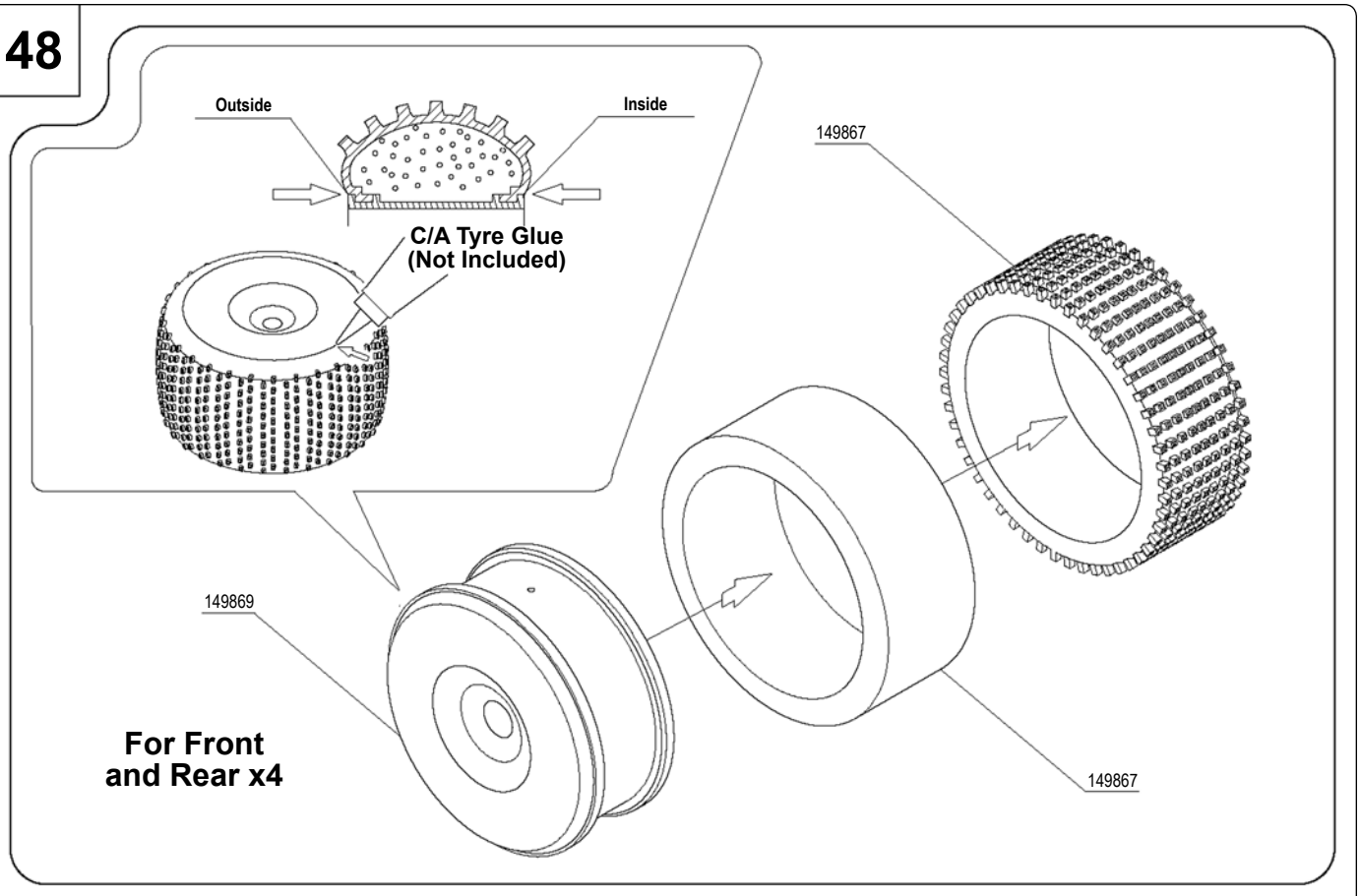
Grub Screw w/Glue 4x4 -- 1
148570



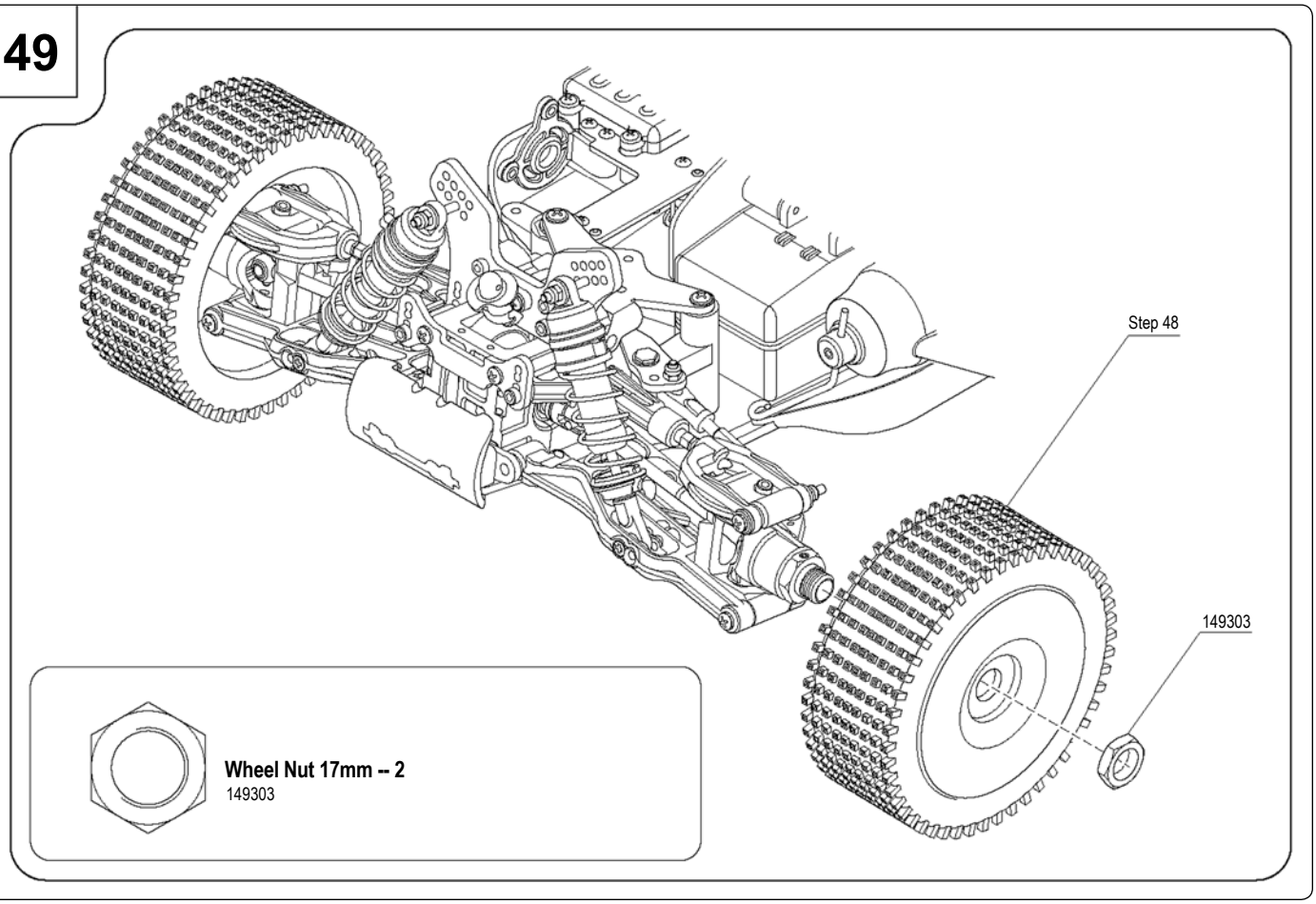
47



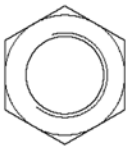
48


Outside
Inside
C/A Tyre Glue
(Not Included)
149867
149869
149867
For Front
and Rear x4

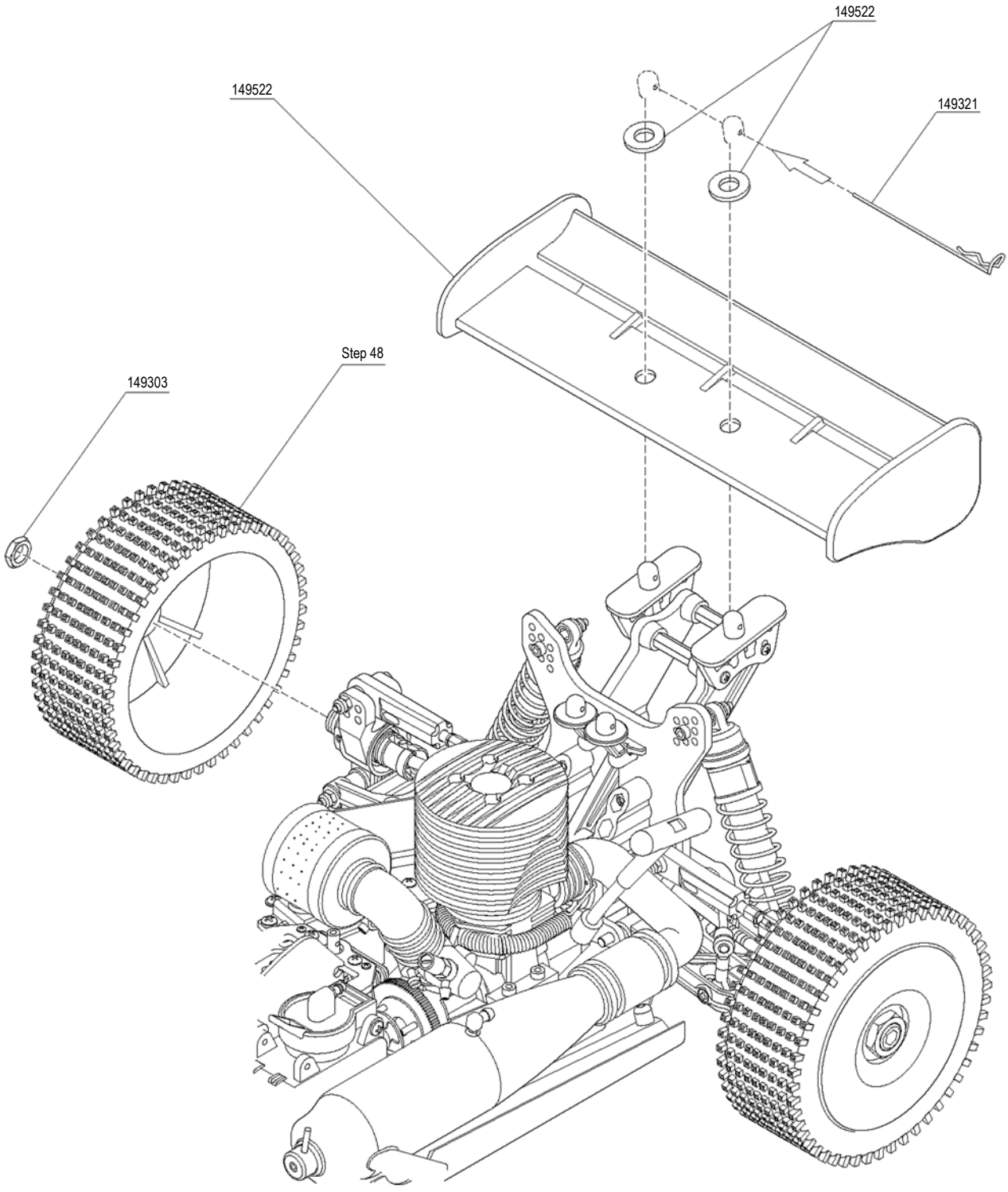
49


Step 48
149303
Wheel Nut 17mm -- 2
149303

50



Wheel Nut 17mm -- 2
149303

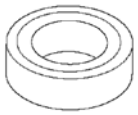
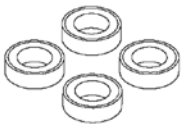
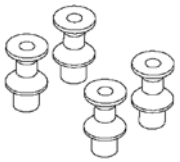
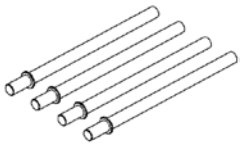
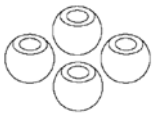
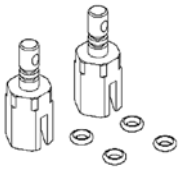
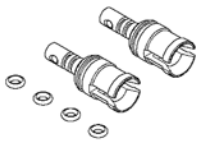
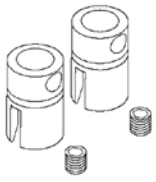
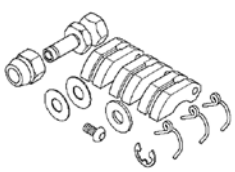
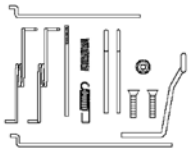
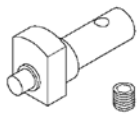
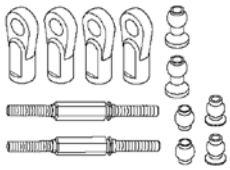


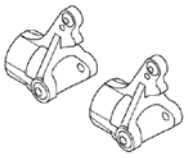
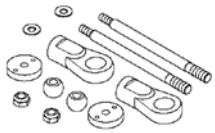
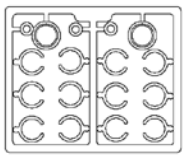
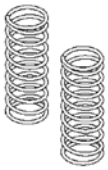
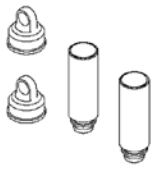
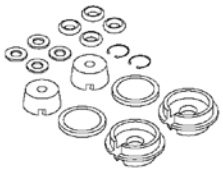
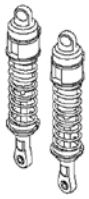
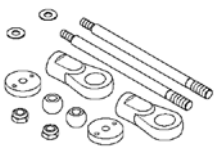
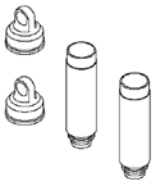
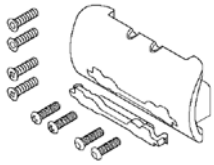
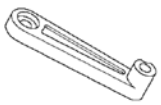
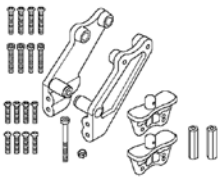
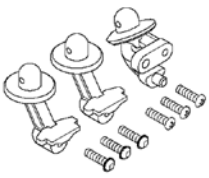
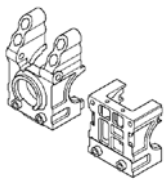
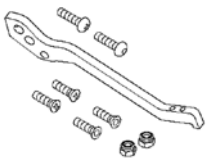
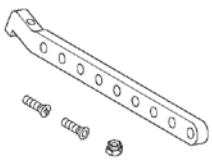
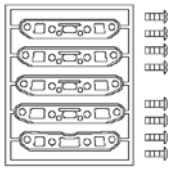
REPLACEMENT PARTS LIST

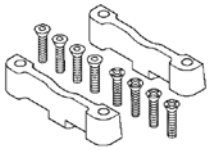
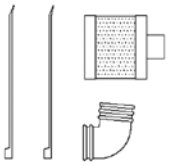
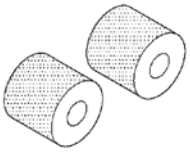
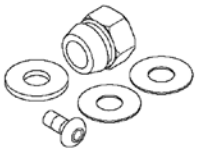
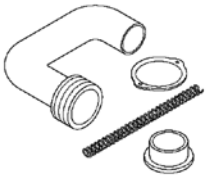
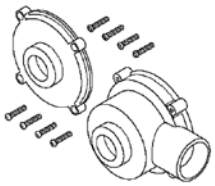
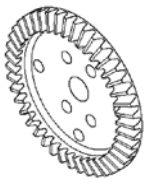
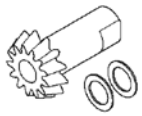
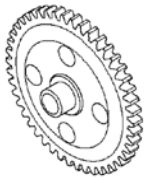
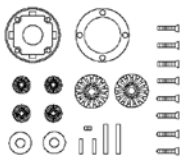
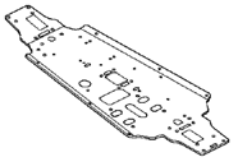
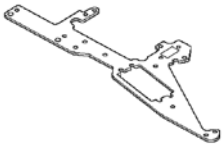
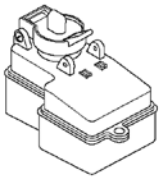
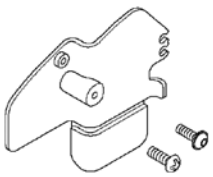
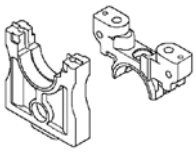
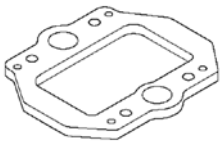
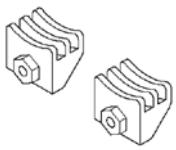
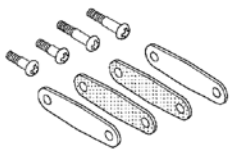
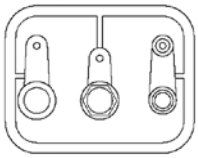
We stock a complete set of replacement parts for your X-Terminator 2 RTR Nitro Buggy. Listed below are the replacement parts that are available along with their respective part numbers for easy ordering convenience.

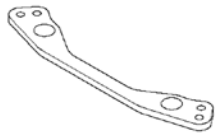
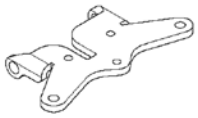
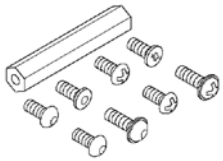
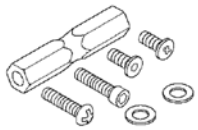
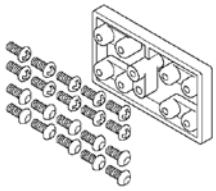
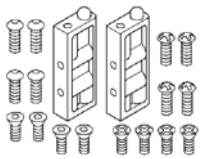
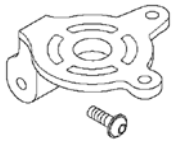
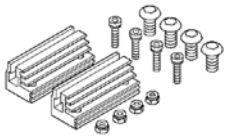
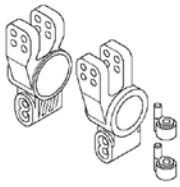
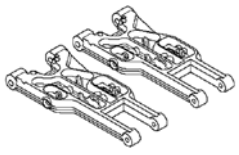
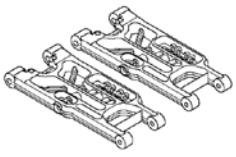
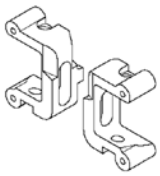
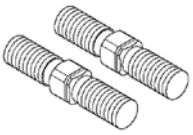
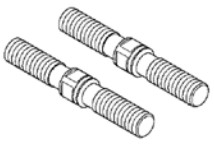
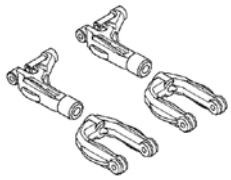
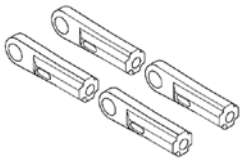
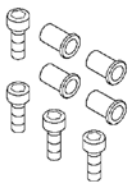
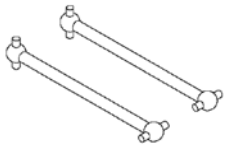
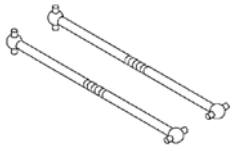
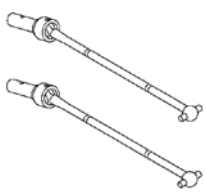
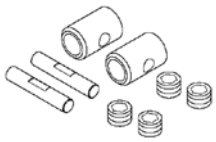
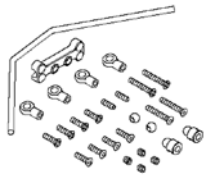
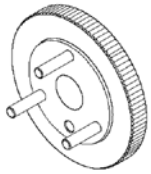
When it comes time to order replacement parts parts, we recommend ordering directly from your local hobby retailer.

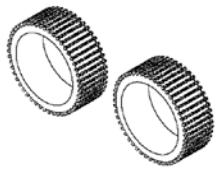
If your hobby retailer does not stock XTM Racing products, contact your closest distributor for a local dealer, using the Customer Service Information on page 3.

BB0508025T	 BB081605	 BU061003	MV105 L=43mm
149559 Flanged Ball Bearings 5x8x2.5mm	**149563** Ball Bearing 8x16x5mm	**149567** Bushings 6x10x3mm	**149301** Wheel Shafts
MV106	MV107	 MV110 L=14.2mm	 MV11101 L=67.2mm
149303 Wheel Nuts	**149305** Hex Hubs - 17mm	**149307** Shock Mounting Studs	**149901** Lower Hinge Pins
 MV112	MV113	 MV11711	 MV11721
149312 Balls - Steel 6.9x4.9mm	**149543** Balls - Steel 7x3mm	**149891** Brake Output Joints	**149893** Differential Output Joints
 MV1173	MV120 L=27mm	MV1201 L=80mm	MV1202 L=45mm
149317 Pinion Output Joints	**149319** Body Clips Type "R"	**149321** Body Clips Type "R"	**149323** Body Clips Type "R"
 MV1241	 MV12601	 MV1261	 MV1301 L=48mm
149552 3-Shoe Clutch Kit w/1.0mm Springs	**149329** Linkages and Tuned Pipe Mount Set	**149328** Brake Cam	**149331** Steering Rod Set 4mm (Tie-Rods)

MV1302	MV1325BA	MV1335BA	 MV134
149333 Steering Servo Rod Set	**149338** Shock Tower - Front 4mm 6061	**149342** Shock Tower - Rear 4mm 6061	**149343** Wheel Hubs - Front
 MV1381 L=52mm	 MV1382	 MV1383W L=58mm	 MV1384BA L=45mm
149345 Shock Shaft Set 3mm - Front	**149347** Shock Spring Spacer & Bushing Set	**149352** Shock Springs 1.5mm White - Front	**148885** Shock Body Set - Front
WWACO8X12X0.2	 MV1386	 MV138BAW15 L=108mm	 MV1391 L=61mm
148624 Differential Shims - 8x12x0.2mm	**149357** Shock Rebuild Kit for 3mm Shafts	**148886** Shock Set w/White Springs - Front	**149361** Shock Shaft Set 3mm - Rear
MV1393W15 L=80.5mm	 MV1394BA L=53mm	MV139BAW15 L=125mm	 MV1406HP
149366 Shock Springs 1.5mm White - Rear	**148887** Shock Body Set - Rear	**148888** Shock Set w/White Springs - Rear	**149270** Front Bumper
 MV1411	 MV1412	 MV1421	 MV16212
149907 Wing Mount Stabiliser Rod	**149271** Wing Mount	**149272** Body Mounts - Front and Rear	**149911** Gear Box Halves - Front or Rear
 MV1624F4	 MV1624R4	 MV162D4	MV162D5BA
149273 Chassis Brace - Front	**149274** Chassis Brace - Rear	**149915** Suspension Plate Holders	**149916** Suspension Plate - Front or Rear

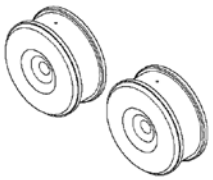
 MV162D6	 MV162U5BA	 MV2031Y	 MV2032
149894 Suspension Holder Supports	**149275** Upper Suspension Plate - Front	**149409** Air Filter Assembly	**149411** Air Filter Elements
 MV204P	 MV2051G	 MV2053	 WWACO8X12x0.4
149414 Clutch Nut for 3-Shoe Clutch	**149415** Exhaust Header	**149577** Exhaust Header Spring	**148623** Differential Shims - 8x12x0.4mm
 MV2276	 MV22811	 MV22821	 MV22832
149918 Differential Housing	**149897** Ring Gear - 43T	**149898** Pinion Gear - 13T	**149277** Spur Gear - 48T
 MV22873	 MV3016BA	 MV3026BA	 MV3031
149895 Differential Set - Bevel Gears	**149278** Chassis - 3mm 6061	**149279** Radio Plate - 2mm 6061	**149439** Fuel Tank - 125cc
 MV3033	 MV30412	 MV30424BA	 MV30431
149280 Splash Guard	**149281** Centre Differential Mount	**149282** Main Gear Plate - 3mm 6061	**149283** Brake Disc Guards
 MV3062	 MV3071	 MV30731	 MV3074
149284 Brake Pad Set	**149453** Servo Saver Plastic Parts	**149455** Servo Saver Metal Parts	**149457** Servo Saver Screw Set

 MV30751BA	 MV30762BA	 MV308 L=32mm	 MV3081 L=27.5mm
149285 Servo Saver Steering Plate - 3mm	**149286** Servo Saver Plate - 3mm	**149467** Radio Tray Post L=32mm	**149287** Fuel Tank Post
MV309	 MV310	 MV3103	 MV3104
149469 Brake Disc	**149471** Servo Mount Set - Throttle	**149884** Servo Mount Set - Steering	**149288** Transponder Mount
 MV3113	 MV3461	 MV347F3	 MV347R3
149925 Engine Mounts	**149483** Rear Hubs - Left and Right	**149289** Supension Arms - Lower Front	**149291** Suspension Arms - Lower Rear
 MV3481	 MV3491 L=25mm	 MV3492 L=36mm	 MV349F4
149489 Hub Carriers - Left and Right	**149491** Turnbuckles 5mm - Upper Front	**149493** Turnbuckles 5mm - Upper Rear	**149292** Suspension Arms - Upper Front
 MV349R1	 MV3531	 MV3551 L=97.8mm	 MV3552 L=93mm
149497 Suspension Arms - Upper Rear	**149499** Rocker Bolts and Bushings	**149501** Dog Bones - Centre Rear	**149503** Dog Bones - Centre Rear & Rear Axles
 MV3575 L=125mm	 MV3574	 MV3614	 MV36303
149505 CVD Universals	**149506** CVD Universal Joint Rebuild Kit	**149293** Sway Bar Set	**149528** Flywheel - For 3-Shoe Clutch



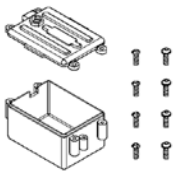
MV36921S

149867
Tyres - Phenyx with Inserts



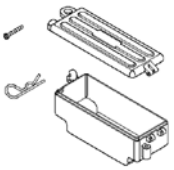
MV37004W

149869
Dish Wheels - White



MV37411

149871
Receiver Box

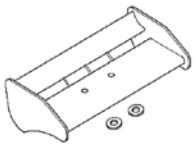


MV37421

149870
Battery Box

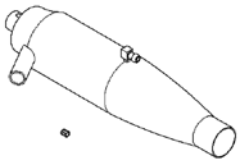
MV3746

149860
Antenna Mount



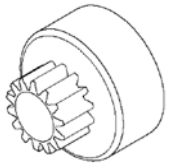
MV375BA

149522
Bi-Level Wing - Black



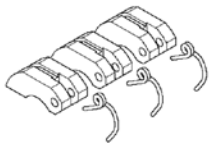
MV3762BA

145823
2-Chamber Tuned Pipe - Black



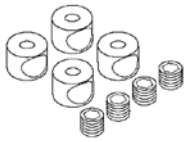
MVC14T3

149580
Clutch Bell - 14T



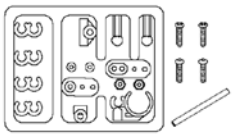
MV1981

149408
Clutch Shoes and 1.0mm Springs



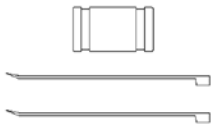
SE002

149553
Rod Stopper Set



SE0031Y

149555
Plastic Parts Accessories



SE009Y

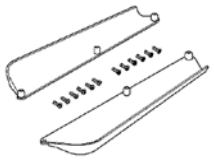
149717
Exhaust Coupler - Yellow

V221523 L=22.5mm

149547
Ball Ends - 3mm for 7mm Ball

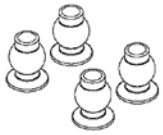
V221524 L=22.5mm

149549
Ball Ends - 4mm for 7mm Ball



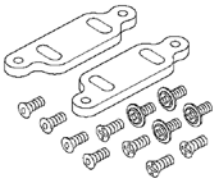
MV3001

149429
Side Guards



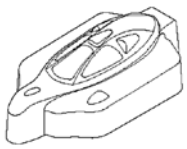
MV1131

149731
4mm Ball with Flange



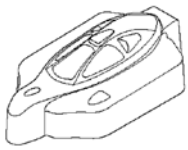
MV3114BA

149926
Engine Mount Spacers - 4mm



200807HP

149964
Body - Clear



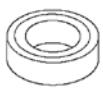
200807P1HP

149965
Body - Painted Blue/Copper w/Decals

Sorry, No Drawing Available

DEL200807HP

149966
Decal Set

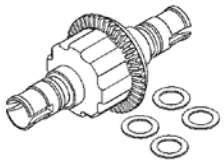


BB051004

149560
Ball Bearing 5x10x4mm

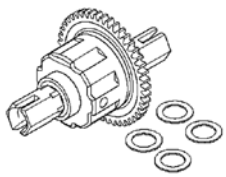
BB0306025

148889
Ball Bearings 3x6x2.5mm



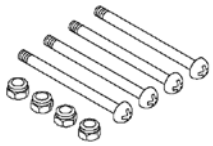
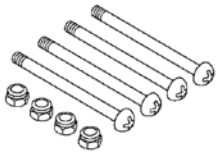
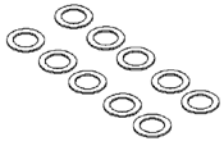
MV22873M48

148890
Centre Differential 48T - Complete



MV22873FR1

148891
Differential Assembly "F/R" - Complete

 MV1501 L=37.5mm	 MV1503 L=43.5mm	ONB3X1	 WWACO8X12x0.8
149377 Hub Studs - Front	**149381** Hub Studs - Rear	**149899** O-Rings for Differential Output Shafts	**148625** Differential Shims - 8x12x0.8mm

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
149559	BB0508025T	Flanged Ball Bearings 5x8x2.5mm	Qty. 2
149563	BB081605	Ball Bearing 8x16x5mm	Qty. 1
149567	BU061003	Bushings 6x10x3mm	Qty. 4
149301	MV105	Wheel Shafts L=43mm	Qty. 2
149303	MV106	Wheel Nuts	Qty. 4
149305	MV107	Hex Hubs - 17mm	Qty. 2
149307	MV110	Shock Mounting Studs L=14.2mm	Qty. 4
149901	MV11101	Lower Hinge Pins L=67.2mm	Qty. 4
149312	MV112	Balls - Steel 6.9x4.9mm	Qty. 4
149543	MV113	Balls - Steel 7x3mm	Qty. 4
149891	MV11711	Brake Output Joints	Qty. 2
149893	MV11721	Differential Output Joints	Qty. 2
149317	MV1173	Pinion Output Joints	Qty. 2
149319	MV120	Body Clips Type "R" L=27mm	Qty. 10
149321	MV1201	Body Clips Type "R" L=80mm	Qty. 5
149323	MV1202	Body Clips Type "R" L=45mm	Qty. 10
149552	MV1241	3-Shoe Clutch Kit w/1.0mm Springs	Qty. 1
149329	MV12601	Linkages and Tuned Pipe Mount Set	Qty. 1
149328	MV1261	Brake Cam	Qty. 1
149331	MV1301	Steering Rod Set 4mm (Tie-Rods) L=48mm	Qty. 2
149333	MV1302	Steering Servo Rod Set	Qty. 1
149338	MV1325BA	Shock Tower - Front 4mm 6061	Qty. 1
149342	MV1335BA	Shock Tower - Rear 4mm 6061	Qty. 1
149343	MV134	Wheel Hubs - Front	Qty. 2
149345	MV1381	Shock Shaft Set 3mm - Front L=52mm	Qty. 2
149347	MV1382	Shock Spring Spacer and Bushing Set	Qty. 3
149352	MV1383W	Shock Springs 1.5mm White - Front L=58mm	Qty. 2
148885	MV1384BA	Shock Body Set - Front L=45mm	Qty. 2
148624	WWACO8X12X0.2	Differential Shims - 8x12x0.2mm	Qty. 10
149357	MV1386	Shock Rebuild Kit for 3mm Shafts	Qty. 1
148886	MV138BAW15	Shock Set w/White Springs - Front L=108mm	Qty. 2

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
149361	MV1391	Shock Shaft Set 3mm - Rear L=61mm	Qty. 2
149366	MV1393W15	Shock Springs 1.5mm White Rear L=80.5mm	Qty. 2
148887	MV1394BA	Shock Body Set - Rear L=53mm	Qty. 2
148888	MV139BAW15	Shock Set w/White Springs - Rear L=125mm	Qty. 2
149270	MV1406HP	Front Bumper	Qty. 1
149907	MV1411	Wing Mount Stabiliser Rod	Qty. 1
149271	MV1412	Wing Mount	Qty. 1
149272	MV1421	Body Mounts - Front and Rear	Qty. 3
149911	MV16212	Gear Box Halves - Front or Rear	Qty. 2
149273	MV1624F4	Chassis Brace - Front	Qty. 1
149274	MV1624R4	Chassis Brace - Rear	Qty. 1
149915	MV162D4	Suspension Plate Holders	Qty. 2
149916	MV162D5BA	Suspension Plate Front or Rear	Qty. 1
149894	MV162D6	Suspension Holder Supports	Qty. 2
149275	MV162U5BA	Upper Suspension Plate - Front	Qty. 1
149409	MV2031Y	Air Filter Assembly	Qty. 1
149411	MV2032	Air Filter Elements	Qty. 2
149414	MV204P	Clutch Nut for 3-Shoe Clutch	Qty. 1
149415	MV2051G	Exhaust Header	Qty. 1
149577	MV2053	Exhaust Header Spring	Qty. 1
148623	WWACO8X12X0.4	Differential Shims - 8x12x0.4mm	Qty. 10
149918	MV2276	Differential Housing	Qty. 1
149897	MV22811	Ring Gear - 43T	Qty. 1
149898	MV22821	Pinion Gear - 13T	Qty. 1
149277	MV22832	Spur Gear - 48T	Qty. 1
149895	MV22873	Differential Set - Bevel Gears	Qty. 1
149278	MV3016BA	Chassis - 3mm 6061	Qty. 1
149279	MV3026BA	Radio Plate - 2mm 6061	Qty. 1
149439	MV3031	Fuel Tank - 125cc	Qty. 1
149280	MV3033	Splash Guard	Qty. 1
149281	MV30412	Centre Differential Mount	Qty. 1
149282	MV30424BA	Main Gear Plate - 3mm 6061	Qty. 1
149283	MV30431	Brake Disc Guards	Qty. 2
149284	MV3062	Brake Pad Set	Qty. 1
149453	MV3071	Servo Saver Plastic Parts	Qty. 1
149455	MV30731	Servo Saver Metal Parts	Qty. 1
149457	MV3074	Servo Saver Screw Set	Qty. 1
149285	MV30751BA	Servo Saver Steering Plate - 3mm	Qty. 1
149286	MV30762BA	Servo Saver Plate - 3mm	Qty. 1
149467	MV308	Radio Tray Post L=32mm	Qty. 1
149287	MV3081	Fuel Tank Post L=27.5mm	Qty. 1

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
149469	MV309	Brake Disc	Qty. 1
149471	MV310	Servo Mount Set - Throttle	Qty. 1
149884	MV3103	Servo Mount Set - Steering	Qty. 1
149288	MV3104	Transponder Mount	Qty. 1
149925	MV3113	Engine Mounts	Qty. 2
149483	MV3461	Rear Hubs - Left and Right	Qty. 2
149289	MV347F3	Suspension Arms - Lower Front	Qty. 2
149291	MV347R3	Suspension Arms - Lower Rear	Qty. 2
149489	MV3481	Hub Carriers - Left and Right	Qty. 2
149491	MV3491	Turnbuckles 5mm - Upper Front L=25mm	Qty. 2
149493	MV3492	Turnbuckles 5mm - Upper Rear L=36mm	Qty. 2
149292	MV349F4	Suspension Arms - Upper Front	Qty. 2
149497	MV349R1	Suspension Arms - Upper Rear	Qty. 2
149499	MV3531	Rocker Bolts and Bushings	Qty. 4
149501	MV3551	Dog Bones - Centre Rear L=97.8mm	Qty. 2
149503	MV3552	Dog Bones - Centre Front & Rear Axles L=93mm	Qty. 2
149505	MV3575	CVD Universals L=125mm	Qty. 2
149506	MV3574	CVD Universal Joint Rebuild Kit	Qty. 1
149293	MV3614	Sway Bar Set	Qty. 1
149528	MV36303	Flywheel - For 3-Shoe Clutch	Qty. 1
149867	MV36921S	Tyres - Phenyx with Inserts	Qty. 2
149869	MV37004W	Dish Wheels - White	Qty. 2
149871	MV37411	Receiver Box	Qty. 1
149870	MV37421	Battery Box	Qty. 1
149860	MV3746	Antenna Mount	Qty. 1
149522	MV375BA	Bi-Level Wing - Black	Qty. 1
145823	MV3762BA	2-Chamber Tuned Pipe - Black	Qty. 1
149580	MVC14T3	Clutch Bell - 14T	Qty. 1
149408	MV1981	Clutch Shoes and 1.0mm Springs	Qty. 3
149553	SE002	Rod Stopper Set	Qty. 4
149555	SE0031Y	Plastic Parts Accessories	Qty. 1
149717	SE009Y	Exhaust Coupler - Yellow	Qty. 1
149547	V221523	Ball Ends L=22.5mm - 3mm for 7mm Ball	Qty. 4
149549	V221524	Ball Ends L=22.5mm - 4mm for 7mm Ball	Qty. 4
149429	MV3001	Side Guards	Qty. 2
149731	MV1131	4mm Balls with Flange	Qty. 4
149926	MV3114BA	Engine Mount Spacers - 4mm	Qty. 2
149964	200807HP	Body - Clear	Qty. 1
149965	200807P1HP	Body - Painted Blue/Copper w/Decals	Qty. 1
149966	DEL200807HP	Decal Set	Qty. 1
149560	BB051004	Ball Bearing 5x10x4mm	Qty. 1

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
148889	BB0306025	Ball Bearings 3x6x2.5mm	Qty. 2
148890	MV22873M48	Centre Differential 48T - Complete	Qty. 1
148891	MV22873FR1	Differential Assembly "F/R" - Complete	Qty. 1
149377	MV1501	Hub Studs - Front L=37.5mm	Qty. 4
149381	MV1503	Hub Studs - Rear L=43.5mm	Qty. 4
149899	ONB3X1	O-Rings for Differential Output Shafts	Qty. 10
148625	WWACO8X12X0.8	Differential Shims - 8x12x0.8mm	Qty. 10
148566	WSET3X3M	Grub Screws w/Glue 3x3mm	Qty. 5
148570	WSET4X4M	Grub Screws w/Glue 4x4mm	Qty. 10
148567	WSET4X10	Grub Screws 4x10mm for Droop	Qty. 10
148574	WSET5X5M	Grub Screws w/Glue 5x5mm	Qty. 5
148558	WNUTLB3	Lock Nuts 3mm	Qty. 10
148559	WNUTLB4	Lock Nuts 4mm	Qty. 5
148560	WNUTLW3	Flanged Lock Nuts 3mm	Qty. 5
148550	WISOW3X10M	Washer-Head Screws w/Glue 3x10mm	Qty. 5
148556	WISOW4X12M	Washer-Head Screws w/Glue 4x12m	Qty. 5
148593	WTPAS2X10	Tapping Screws 2x10mm	Qty. 10
148576	WTPAB3X10	Tapping Screws 3x10mm	Qty. 10
148578	WTPAB3X12	Tapping Screws 3x12mm	Qty. 10
148612	WTPUB3X18	Tapping Screws 3x18mm	Qty. 10
148616	WTPUB3X25	Tapping Screws 3x25mm	Qty. 10
148583	WTPABB3X38	Tapping Screws 3x38mm	Qty. 10
148615	WTPUBB4X8	Tapping Screws 4x8mm	Qty. 10
148600	WTPAVB3X10	F/H Tapping Screws 3x10mm	Qty. 10
148598	WTPAV4X16	F/H Tapping Screws 4x16mm	Qty. 10
148504	WCAP3X14	Cap Screws 3x14mm	Qty. 10
148506	WCAP3X16	Cap Screws 3x16mm	Qty. 10
148509	WCAP3X20	Cap Screws 3x20mm	Qty. 10
148511	WCAP3X25	Cap Screws 3x25mm	Qty. 10
148650	WCAP3X42H	Cap Screws 3x42mm	Qty. 5
148649	WCAP4X45H	Cap Screws 4x45mm	Qty. 5
148507	WCAP4X50	Cap Screws 4x50mm	Qty. 5
148651	WCAP4X55H	Cap Screws 4x55mm	Qty. 10
148502	WCAPS3X6	Button Head Screws 3x6mm	Qty. 5
148525	WISOB3X8M	Button Head Screws w/Glue 3x8mm	Qty. 5
148634	WCAPS3X12	Button Head Screws 3x12mm	Qty. 10
148635	WCAPS3X18	Button Head Screws 3x18mm	Qty. 10
148627	WCAPS3X20	Button Head Screws 3x20mm	Qty. 10
148636	WCAPS3X25	Button Head Screws 3x25mm	Qty. 10
148514	WCAPS5X10M	Button Head Screws w/Glue 5x10mm	Qty. 5
148546	WISOV3X8M	F/H Screws w/Glue 3x8mm	Qty. 5

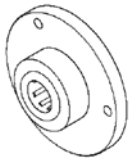
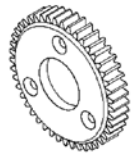
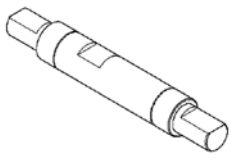
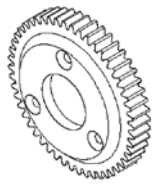
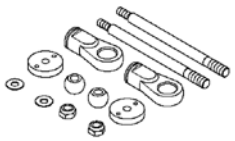
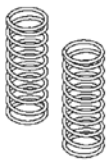
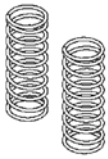
XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
148540	WISOV3X15	F/H Screws 3x15mm	Qty. 10
148542	WISOV3X20	F/H Screws 3x20mm	Qty. 10
148548	WISOVB4X10M	F/H Screws w/Glue 4x10mm	Qty. 5

OPTION PARTS LIST

Listed below are a number of option parts that are available for your X-Terminator 2 RTR Nitro Buggy, along with their respective part numbers for easy ordering convenience.

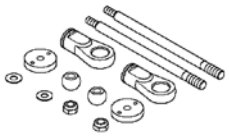
When it comes time to order option parts, we recommend ordering directly from your local hobby retailer.

If your hobby retailer does not stock XTM Racing products, contact your closest distributor for a local dealer, using the Customer Service Information on page 3.

MS3331	 MS3332	 MV0451	 MV0472
149661 2-Speed Clutch Housing	**149663** 2-Speed One-Way Mount w/Bearing	**149826** 2-Speed Gear - 45T	**149300** 2-Speed Main Gear Shaft
 MV0501	 MV138011 (Use w/149846) L=52mm	MV138014BA (Use w/149840) L=45mm	 MV1383B14 L=58mm
149827 2-Speed Gear - 50T	**149840** Shock Shaft Set 3.5mm - Front	**149846** Shock Body Set 3.5mm Threaded - Front	**149354** Shock Springs 1.4mm Blue - Front
 MV1383BA L=58mm	MV1383R13 L=58mm	MV1383Y L=58mm	MV1387
149349 Shock Springs 1.7mm Black - Front	**149356** Shock Springs 1.3mm Red - Front	**149350** Shock Springs 1.6mm Yellow - Front	**149746** Shock Bump Stops - Yellow 60lbs.

MV1387B

149747
Shock Bump Stops - Blue 40lbs.



MV139011 (Use w/149847) L=61mm

149841
Shock Shaft Set 3.5mm - Rear

MV139014BA (Use w/149841) L=53mm

149847
Shock Body Set 3.5mm Threaded - Rear

MV1393B14 L=80.5mm

149370
Shock Springs 1.4mm Blue - Rear

MV1393BA L=80.5mm

149364
Shock Springs 1.7mm Black - Rear

MV1393R13 L=80.5mm

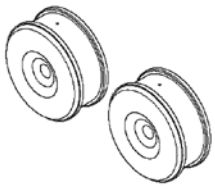
149372
Shock Springs 1.3mm Red - Rear

MV1393Y L=80.5mm

149363
Shock Springs 1.6mm Yellow - Rear

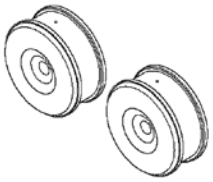
MV197

149407
Engine Nut Assembly - O.S.



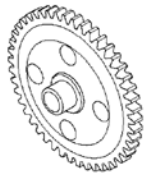
MV37004BA

149868
Dish Wheels - Black



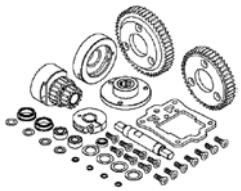
MV37004Y

149872
Dish Wheels - Yellow



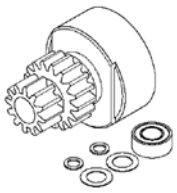
MV22831

149550
Spur Gear - 46T



MV2251

149825
2-Speed Conversion Kit

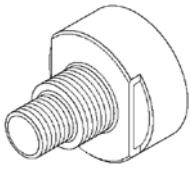


MV31217

149797
2-Speed Clutch Bell - 12T/17T

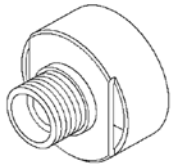
MV312171

149799
2-Speed Pinion Gear - 12T/17T



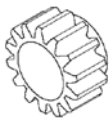
MV3131

149810
2-Speed Clutch Bell - No Pinion



MV3132

149798
2-Speed Clutch Bell for 12T/17T Pinion

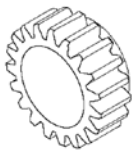


MV3141 (Use w/149810)

149814
Pinion Gear - 14T

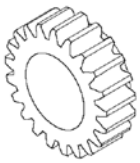
MV3161 (Use w/149810)

149816
Pinion Gear - 16T



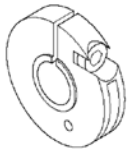
MV3191 (Use w/149810)

149819
Pinion Gear - 19T



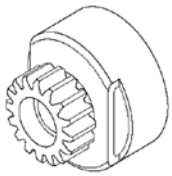
MV3211 (Use w/149810)

149821
Pinion Gear 21T



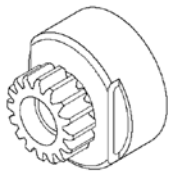
MV3333

149666
2-Speed Clutch



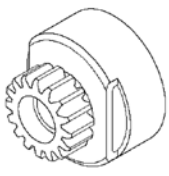
MVC13T3

149525
Clutch Bell - 13T (Single Speed)



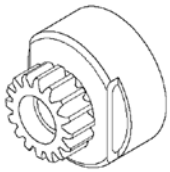
MVC15T3

149581
Clutch Bell - 15T (Single Speed)



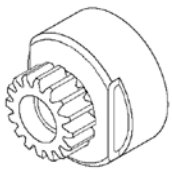
MVC16T3

149582
Clutch Bell - 16T (Single Speed)



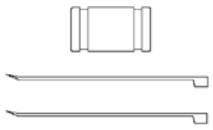
MVC17T3

149583
Clutch Bell - 17T (Single Speed)



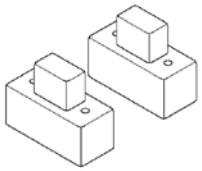
MVC18T3

149584
Clutch Bell - 18T (Single Speed)



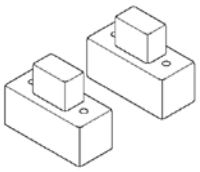
SE009B

149718
Exhaust Coupler - Blue



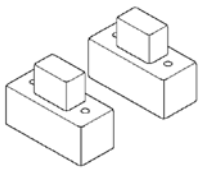
SE030

149541
Switch Covers - Red and Yellow



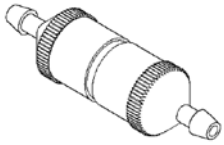
SE030B

149544
Switch Covers - Blue



SE030Y

149545
Switch Covers - Yellow



SE096

149546
Fuel Filter

SE110

149569
Shock Oil - 2oz. 40Wt.

SE111

149568
Shock Oil - 2oz. 100Wt.

SE112

149570
Shock Oil - 2oz. 200Wt.

SEG010

146810
Differential Oil - 10K (10,000) Wt.

SEG030

146811
Differential Oil - 30K (30,000) Wt.

SEG050

146812
Differential Oil - 50K (50,000) Wt.

SEG070

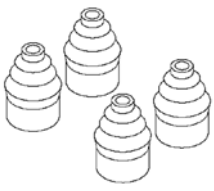
146813
Differential Oil - 70K (70,000) Wt.

SEG100

146814
Differential Oil - 100K (100,000) Wt.

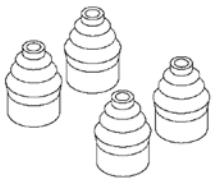
SEG200

146815
Differential Oil - 200K (200,000) Wt.



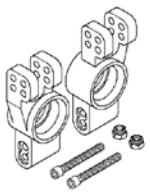
SEM1170B

149539
CVD Dust Boots - Blue



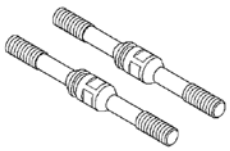
SEM1170BA

149538
CVD Dust Boots - Black



SEM3461H

149484
Rear Hubs Left and Right - 7075

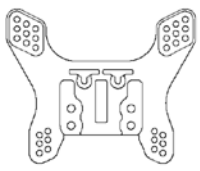


SEM130 (Titanium) L=48mm

149332
Ti Turnbuckles (Tie-Rods) 4mm

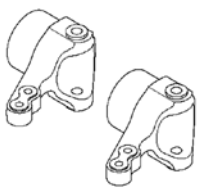
SEM1325H

149591
Shock Tower 5mm 7075 - Front



SEM1335H

149593
Shock Tower 5mm 7075 - Rear



SEM1341H

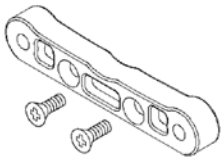
149268
Steering Hubs 7075 - Front

SEM138301 L=58mm

149318
Shock Spring Set - Front

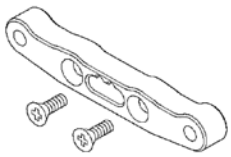
SEM139301 L=80.5mm

149320
Shock Spring Set - Rear



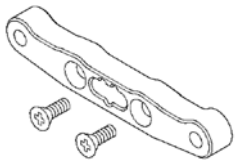
SEM162D4H

149991
Suspension Holder 7075 - Front



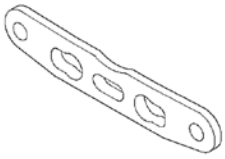
SEM162D4C2

149992
Suspension Holder 2º 7075 - Rear



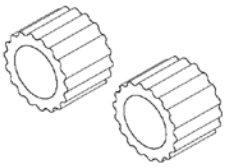
SEM162D4C3

149993
Suspension Holder 3º 7075 - Rear



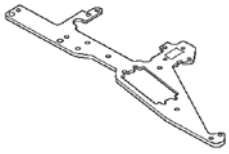
SEM162D5H

149400
Suspension Plate 7075 - F/R



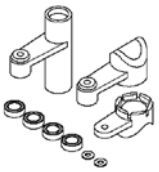
SEM2032

149412
Prefilter Sleeves



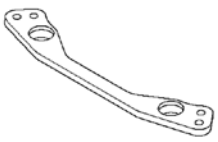
SEM3026C

149858
Radio Plate - 3mm Carbon Fibre



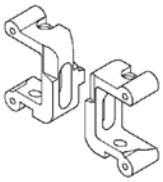
SEM3071H

149454
Servo Saver w/Bearings - 7075



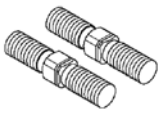
SEM30751C

149462
Steering Plate - 4.7mm Carbon Fibre



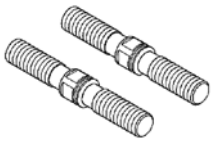
SEM3481H

149269
Hub Carriers "L" & "R" - 7075



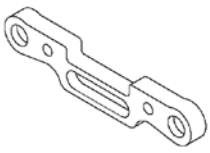
SEM3491 (Titanium) L=25mm

149492
Ti Turnbuckles 5mm - Upper Front



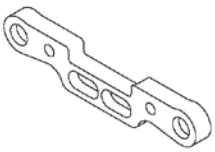
SEM3492 (Titanium) L=36mm

149494
Ti Turnbuckles 5mm - Upper Rear



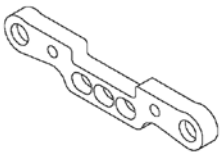
SEM349FR0H

149854
Upper Suspension Plate 0º - 7075



SEM349FR2H

149855
Upper Suspension Plate 1º - 7075



SEM349FR3H

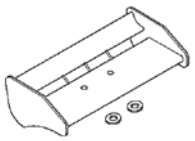
149856
Upper Suspension Plate 2º - 7075

MV1591 L=25.5mm

149909
Ball Ends - 3.5mm for 7mm Ball

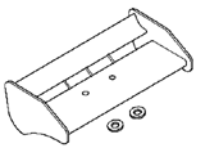
MV1592 L=22.5mm

149942
Ball Ends - 3.5mm for 7mm Ball



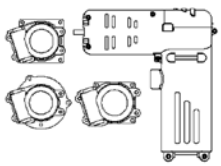
MV375Y

149521
Bi-Level Wing - Yellow

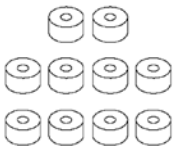


MV375W

149520
Bi-Level Wing - White

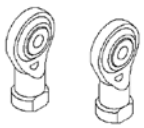


145890
Sure-Start Electric Starting System



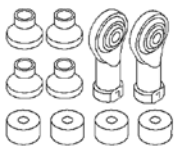
SEM15911

150019
Foam Dust Pads



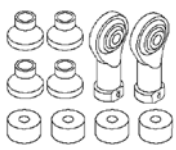
SEM159135R (Use with 3.5mm Shock Shafts)

150020
Ball Bearing Shock Studs - M3.5x0.6



SEM15914L (Use with 3.5mm Shock Shafts)

150021
Ball Bearing Ball Ends - Left Side M4x0.7



SEM15914R (Use with 3.5mm Shock Shafts)

150022
Ball Bearing Ball Ends - Right Side M4x0.7

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
149661	MS3331	2-Speed Clutch Housing	Qty. 1
149663	MS3332	2-Speed One-Way Mount w/Bearing	Qty. 1
149826	MV0451	2-Speed Gear - 45T	Qty. 1
149300	MV0472	2-Speed Main Gear Shaft	Qty. 1
149827	MV0501	2-Speed Gear - 50T	Qty. 1
149840	MV138011	Shock Shaft Set 3.5mm - Front L=52mm (Use w/149846)	Qty. 1
149846	MV138014BA	Shock Body Set 3.5mm Threaded - Front L=45mm (Use w/149840)	Qty. 1
149354	MV1383B14	Shock Springs 1.4mm Blue - Front L=58mm	Qty. 2
149349	MV1383BA	Shock Springs 1.7mm Black - Front L=58mm	Qty. 2
149356	MV1383R13	Shock Springs 1.3mm Red - Front L=58mm	Qty. 2
149350	MV1383Y	Shock Springs 1.6mm Yellow - Front L=58mm	Qty. 2
149746	MV1387	Shock Bump Stops - Yellow 60lbs.	Qty. 4
149747	MV1387B	Shock Bump Stops - Blue 40lbs.	Qty. 4
149841	MV139011	Shock Shaft Set 3.5mm - Rear L=61mm (Use w/149847)	Qty. 1
149847	MV139014BA	Shock Body Set Threaded - Rear L=53mm (Use w/149841)	Qty. 1
149370	MV1393B14	Shock Springs 1.4mm Blue - Rear L=80.5mm	Qty. 2
149364	MV1393BA	Shock Springs 1.7mm Black - Rear L=80.5mm	Qty. 2
149372	MV1393R13	Shock Springs 1.3mm Red - Rear L=80.5mm	Qty. 2
149363	MV1393Y	Shock Springs 1.6mm Yellow - Rear L=80.5mm	Qty. 2
149407	MV197	Engine Nut Assembly - O.S.	Qty. 1
149868	MV37004BA	Dish Wheels - Black	Qty. 2
149872	MV37004Y	Dish Wheels - Yellow	Qty. 2
149550	MV22831	Spur Gear - 46T	Qty. 1
149825	MV2251	2-Speed Conversion Kit	Qty. 1
149797	MV21217	2-Speed Clutch Bell - 12T/17T	Qty. 1
149799	MV312171	2-Speed Pinion Gear - 12T/17T	Qty. 1
149810	MV3131	2-Speed Clutch Bell - No Pinion	Qty. 1
149798	MV3132	2-Speed Clutch Bell for 12T/17T Pinion	Qty. 1
149814	MV3141	Pinion Gear - 14T (Use w/149810)	Qty. 1
149816	MV3161	Pinion Gear - 16T (Use w/149810)	Qty. 1
149819	MV3191	Pinion Gear - 19T (Use w/149810)	Qty. 1
149821	MV3211	Pinion Gear - 21T (Use w/149810)	Qty. 1
149666	MV3333	2-Speed Clutch	Qty. 1
149525	MVC13T3	Clutch Bell - 13T (Single Speed)	Qty. 1
149581	MVC15T3	Clutch Bell - 15T (Single Speed)	Qty. 1
149582	MVC16T3	Clutch Bell - 16T (Single Speed)	Qty. 1
149583	MVC17T3	Clutch Bell - 17T (Single Speed)	Qty. 1
149584	MVC18T3	Clutch Bell - 18T (Single Speed)	Qty. 1
149718	SE009B	Exhaust Coupler - Blue	Qty. 1
149541	SE030	Switch Covers - Red and Yellow	Qty. 2
149544	SE030B	Switch Covers - Blue	Qty. 2

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
149545	SE030Y	Switch Covers - Yellow	Qty. 2
149546	SE096	Fuel Filter	Qty. 1
149569	SE110	Shock Oil - 2oz. 40Wt.	Qty. 1
149568	SE111	Shock Oil - 2oz. 100Wt.	Qty. 1
149570	SE112	Shock Oil - 2oz. 200Wt.	Qty. 1
146810	SEG010	Differential Oil - 10K (10,000) Wt.	Qty. 1
146811	SEG030	Differential Oil - 30K (30,000) Wt.	Qty. 1
146812	SEG050	Differential Oil - 50K (50,000) Wt.	Qty. 1
146813	SEG070	Differential Oil - 70K (70,000) Wt.	Qty. 1
146814	SEG100	Differential Oil - 100K (100,000) Wt.	Qty. 1
146815	SEG200	Differential Oil - 200K (200,000) Wt.	Qty. 1
149539	SEM1170B	CVD Dust Boots - Blue	Qty. 4
149538	SEM1170BA	CVD Dust Boots - Black	Qty. 4
149484	SEM3461H	Rear Hubs 7075 - Left and Right	Qty. 2
149332	SEM130	Ti Turnbuckles (Tie-Rods) 4mm L=48mm (Titanium)	Qty. 2
149591	SEM1325H	Shock Tower 5mm 7075 - Front	Qty. 1
149593	SEM1335H	Shock Tower 5mm 7075 - Rear	Qty. 1
149268	SEM1341H	Steering Hubs 7075 - Front	Qty. 2
149318	SEM138301	Shock Spring Set - Front L=58mm	Qty. 4 Pair
149320	SEM139301	Shock Spring Set - Rear L=80.5mm	Qty. 4 Pair
149991	SEM162D4H	Suspension Holder 7075 - Front	Qty. 1
149992	SEM162D4C2H	Suspension Holder 2º 7075 - Rear	Qty. 1
149993	SEM162D4C3H	Suspension Holder 3º 7075 - Rear	Qty. 1
149400	SEM162D5H	Suspension Plate 7075 - Front and Rear	Qty. 1
149412	SEM2032	Prefilter Sleeves	Qty. 2
149858	SEM3026C	Radio Plate - 3mm Carbon Fibre	Qty. 1
149454	SEM3071H	Servo Saver w/Bearings 7075	Qty. 1
149462	SEM30751C	Steering Plate - 4.7mm Carbon Fibre	Qty. 1
149269	SEM3481H	Hub Carriers 7075 - Left and Right	Qty. 2
149492	SEM3491	Ti Turnbuckles 5mm - Upper Front L=25mm (Titanium)	Qty. 2
149494	SEM3492	Ti Turnbuckles 5mm - Upper Rear L=36mm (Titanium)	Qty. 2
149854	SEM349FR0H	Upper Suspension Plate 0º - 7075	Qty. 1
149855	SEM349FR2H	Upper Suspension Plate 1º - 7075	Qty. 1
149856	SEM349FR3H	Upper Suspension Plate 2º - 7075	Qty. 1
149909	MV1591	Ball Ends - 3.5mm for 7mm Ball L=25.5mm (For 3.5mm Shock Shafts)	Qty. 4
149942	MV1592	Ball Ends - 3.5mm for 7mm Ball L=22.5mm (For 3.5mm Shock Shafts)	Qty. 4
149521	MV375Y	Bi-Level Wing - Yellow	Qty. 1
149520	MV375W	Bi-Level Wing - White	Qty. 1
145890		Sure-Start Electric Starting System	Qty. 1
150019	SEM15911	Foam Dust Pads	Qty. 10
150020	SEM159135R	Ball Bearing Shock Studs - M3.5x0.6 (For 3.5mm Shock Shafts)	Qty. 2

XTM PART #	REFERENCE #	DESCRIPTION	REPLACEMENT QUANTITY
150021	SEM15914L	Ball Bearing Ball Ends - Left Side M4x0.7 (For 3.5mm Shock Shafts)	Qty. 2
150022	SEM15914R	Ball Bearing Ball Ends - Right Side M4x0.7 (For 3.5mm Shock Shafts)	Qty. 2

IMPORTANT WARRANTY SERVICE INFORMATION CAN BE FOUND ON THE BACK PAGE.

IMPORTANT WARRANTY SERVICE INFORMATION

Before returning your X-Terminator 2 RTR Nitro Buggy for warranty consideration, the status of the unit must be within the Warranty Information as stated below. Do not return your X-Terminator 2 RTR Nitro Buggy to the place of purchase. They are not authorised or equipped to perform warranty work on XTM Racing products. When requesting warranty service, please observe the following:

- Crash damage will not be covered under warranty. Do not request warranty service for a crash-damaged product.
- Always send your vehicle complete with the transmitter. Please unplug and/or remove the batteries both from the transmitter and the vehicle before returning it. Please also remove all fuel as applicable. We like to have the vehicle complete so it can be thoroughly tested before returning it to you.
- Include a note detailing the problem or service you are requesting. Service cannot be provided without this information. Include your daytime phone number, shipping address and/or email address in the event we need more details pertaining to the service requested.
- If your vehicle is out of the warranty period you may request an estimate of services at the time you return your vehicle for service. An omission of this request implies permission for Global Services / Ripmax Ltd. to service your vehicle at our discretion.
- Include a method of payment for any service charges.
- Send the unit to us by United Parcel Service, Federal Express or by Insured Mail. Postage is nonrefundable. Send your package to:

In North America:

Global Services
18480 Bandilier Circle
Fountain Valley, CA 92708

Phone: (714) 963-0329
Fax: (714) 964-6236
Email: service@globalhobby.net

In Europe:

Ripmax Ltd.
241 Green Street
Enfield, U.K. EN3 7SJ

Phone: (0) 20 8282-7500
Fax: (0) 20 8282-7501
Email: xtm@ripmax.com

WARRANTY INFORMATION

In North America

Your XTM Racing X-Terminator 2 RTR Nitro Buggy is warranted against manufacturer defects in materials and workmanship for a period of 90 days from the date of purchase. Warranty service will be provided within 90 days of the date of purchase only if you are able to provide the original or a copy of the original dated sales receipt.

In the United Kingdom/Europe

Your XTM Racing X-Terminator 2 RTR Nitro Buggy is warranted against manufacturer defects in materials and workmanship for a period of 1 (one) year from the date of purchase. Warranty service will be provided within one (1) year of the date of purchase only if you are able to provide the original or a copy of the original dated sales receipt. This does not affect your statutory rights.